

**America's Greatest
Philatelic Newspaper**
All The Stamp News

STAMP NEWS

**PER \$1.00
YEAR
SINGLE COPY 5c**

VOL. XXVII. NO. 47

SIDNEY, OHIO, JANUARY 31, 1955

Whole Number 1369

H. P. O. Philately Is Featured

Slogans Publicize Various Centennials

A number of slogan cancellations have been announced as available to collectors by the Post Office Department. Some are now in use, while others are to find their places in the automatic cancelling machines in the near future.

Springfield, N. J. marks the 175th anniversary of the Battle of Springfield until June 30.

North Chelmsford, Mass. will celebrate its tercentenary until June 12.

Bethel, Conn. will use a slogan from February 10 through August 10 for its centennial celebration.

Nevada, Mo. also has a centennial slogan until July 9 for the Vernon County 100 years.

Bement, Ill. notes its century of existence from February 7 to August 6.

The 100 years of Cameron, Mo. are also sloganized until August 6.

Envelopes bearing a 3c stamp, name and address and containing a stuffer, or postal cards properly addressed can be sent to the various postmasters with accompanying requests that the slogan cancellation be applied.

Papua, New Guinea Norfolk Sold At Face

Australian Postmaster General Herbert L. Anthony, has announced that unused postage stamps and postal stationery of Papua-New Guinea and Norfolk Island will be on sale at the Philatelic Bureau Sales Section in Melbourne from February.

This will mean that unused postage stamps and postal stationery for Australia and all Australian Territories, including Nauru, will be available through the philatelic organization.

Place of sale is the Philatelic Section, General Post Office, Melbourne, Victoria, Australia.

Move Up Date Of H.P.O. Inaugural

Announcement of the establishment of highway post office service between Columbus, Miss. and Flomaton, Ala. was originally scheduled for on, or shortly after February 1.

It has become necessary to commence service on January 31, and all covers will bear that date.

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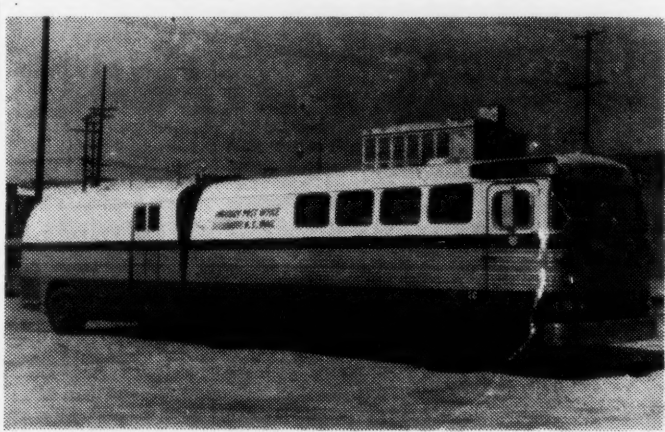
United States & Foreign Price List

will also be enclosed.

Charles Richard Osborn

185 EAST TENTH STREET

SAN BERNARDINO, CALIF.



ROUTES OUT OF LOS ANGELES find some of the above Super Twins operating. They are a coupled unit. In the rear van are stored sacks of mail for distribution along the route, or which have been picked up. The handling and sorting of individual pieces of mail takes place in the front section.

The National Highway Post Office Society, And How It Can Help Your Collecting

Virgil J. Geary

The NATIONAL HIGHWAY POST OFFICE SOCIETY, the first and only society to specialize in all phases of collecting interests pertaining to the Highway Post Office routes was organized in August of 1950.

The goal was to have an organization that would be second to none in the HPO field, and would become a "must" for anyone interested in collecting FIRST TRIP Covers, Steel Cancels, Photos, History, or anything pertaining to HPO's.

Our first accomplishment was to secure the promise of advance information regarding the establishment of new routes. The delay in getting this information to the interested collectors on some of the previously established routes was perhaps the biggest gripe of the group. The Notification Service was patterned after some of the older specialized societies where the member furnished a number of addressed postals on which the notice would be printed and then mailed back.

Between August 1950 and January 1951, we were able to notify members of at least two routes which were started without appropriate notice for the philatelic press to print before date of establishment.

In October 1950, we issued our first bulletin "HPO NOTES," under the very able editorship of Jerry (Continued on page 13)

PACKETS BY COUNTRIES
All Diff. World: 1000-\$1.10. Mtd. \$2.50;
3000-\$4. Mtd \$7.50; 5000-\$9.25. Mtd \$12;
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987-965
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C96-106 1.85
1000-03, C107-8 1.00
1019-2465
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1057-61, C123-7 2.20
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Under Auspices Of National HPO Society; Group Now In Its Fifth Year Of Service

Jerry Jarnick

In spite of the fact that collectors began accumulating highway post office covers in 1941, few of them took any serious interest in the field until 1948, when the Post Office Department began expanding the service to nation-wide importance. About this time many collectors who had before taken a passing interest in highway post offices, began to take a serious interest in building up complete collections of covers carried on the first trips of these highway vehicles.

In the early part of 1950, T. E. Hightower, a collector of Chimney Rock, N. C., felt it was time to organize these collectors into an organization to further and better the hobby. Shortly after Mr. Hightower formulated the plans for such an organization, circumstances forced him to withdraw from the scene. However, he had requested Virgil J. Geary to assume the post of secretary of the founding organization. Fortunately, Mr. Geary continued the work started by Mr. Hightower, and soon the organization was the undisputed leader in its field.

At this time there was still no catalog available listing highway post office routes and giving information about them. However, about the same time that the Society was organized, Wren L. Culkin started publication of his "Highway Post Offices—History and Catalogue."

Among the first plans of the National Highway Post Office Society was the publication of a monthly journal. The name, "H.P. O. Notes" was chosen, and the first issue bore the date of October 1950. Second on the priority list was the establishment of a service to notify members of forthcoming routes. Postal card notification was provided to all members who wished to take advantage of such service.

Another service which the early planners of the Society wished to provide was that of a sales department. After much deliberation, it was felt that this need could best be filled by an auction department. John S. Bath, a Washington C. H., Ohio, attorney, agreed to act as the Society's first auction manager, in addition to his duties as acting president. Since the first auction, eight additional sales have been held. Unfortunately, the pressure of his work forced Mr. Bath to relinquish both of his duties, but the auction service has continued under the management of Leon A. Paulson, a Raymond, Minnesota, postal transportation clerk.

When the tenth anniversary of the first highway post office in the

United States was celebrated on February 10, 1951, the National Highway Post Office Society sponsored a special cachet to mark the historical event. Over 2,000 covers were handled on this anniversary trip. In 1954, when the Washington & Harrisonburg HPO celebrated its 13th anniversary, a special souvenir folder was posted on board, giving the members of the Society a unique souvenir of the occasion.

While the postal notification system, which was established during the early months of the society, was working satisfactorily, a few routes developed with such amazing rapidity that it was impossible to notify the members. To fill this need, the secretary developed a unique emergency cover service. Members are requested to deposit a few stamped, addressed envelopes with him.

When a route is announced such that notices can not be mailed to members, the secretary airmails these prepared envelopes to the highway post office for the first trip cancellation. Through this service many collectors are able to secure covers which otherwise would be missing from their collections.

Another unique service developed in the early part of 1954. The Middleton & Jackson route was established with very little notice, and only a small number of first trip covers were mailed. However, a large number of covers were postmarked with a fraudulent, backdated cancellation.

In order to protect the owners and prospective purchasers of the genuine covers, these genuine were registered with the society and a "Certificate of Authenticity," actually a certificate of title was issued. The certificate provides a permanent record of ownership in case these covers should be lost or stolen, as well as proof of genuineness, if they should be offered for sale.

The National Highway Post Office Society is a young organization, operating for the benefit of collectors of a relatively new phase of philately. Yet, it has already made an indelible impression on the philatelic scene. Undoubtedly, its service to its members will continue to be stressed in the future as it has been in the past.

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SINGLE	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70	1.70
PAIR	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
BLOCK (4)	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60	13.60
PL. BL. (6)	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95	8.95
CENTER LINE BL.	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00

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Fr. W. Africa Natives	(1)	.24
Guatemala Flags	(3)	.12
India Inland Air Letter New	(1)	.12
India Locomotive	(1)	.08
Israel Teachers, New	(1)	.20
Israel Same, With Tab	(1)	.24
Jordan Arab Postal Union New	(3)	.28
Monaco Knight In Armor	(4)	.25
Reunion Provisional Due	(1)	.20
Rhodesia & Nyassa Elis Bklt.	(1)	1.25
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NEW ARRIVALS:

Bulgaria: Sport	(4)	.58
Germany: Semi-Helper	(4)	.37
Haiti: Hurricane	(6)	.35
Indonesia: Child	(1)	.18
Israel: Teachers	(1)	.20
Israel: Teachers Tabs	(1)	.20
Israel: Teachers Pl. of 4	(1)	.90
Italy: America, Marion	(4)	.44
Philippines: Marion	(1)	.04
Poland: Animals	(1)	2.05
Poland: Stalin, Rubenstein	(3)	.80
Russia: Stalin	(3)	.80

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EUGENE R. SPARLIN

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932	934	935	943	947	958
987	990	991	992	993	994
1020	1023	1025	1027	1028	1069

GEORGE GRAHAM

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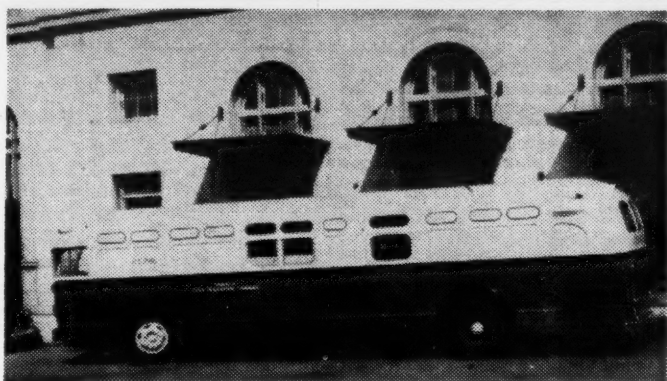
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AUGUST GEIGER

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Shown here loading at the Mobile, Ala. post office is the Newton & Mobile highway post office owned and operated by the Gulf Transport Co. under a Post Office Department contract.

The G. M. & O.
and the Highways

Jerry Jarnick

After the first few highway post office routes had been established in this field for the duration. When the Post Office Department was ready to expand the highway post office service, it was decided to experiment with contract operation, instead of the previously used government owned and operated service. Under the contract plan of operation, the contractor, determined by competitive bidding, supplies the coach and driver, while the clerks are under supervision of the Post Office Department.

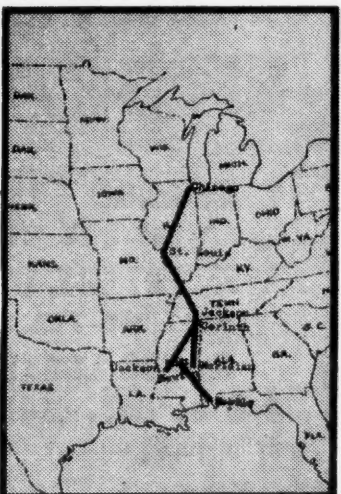
The first contract highway post office was the fourth highway post office in the nation's history. The Gulf, Mobile & Ohio Railroad, through its subsidiary company, the Gulf Transport Company, which handles all of the railroad's highway operations, was the lowest bidder on a route from Union, Mississippi to Mobile, Alabama. Service on this route was started on September 9, 1946, and continued for almost eight years, until the northern terminal of this route was changed from Union to Newton, Mississippi, in May 1954. Today, the Newton & Mobile highway post office is carrying on the traditions established by the first contract highway post office.

this time in the state of Illinois, between Chicago and St. Louis, Missouri, a distance of 320 miles.

Another year passed, and in January 1953, the Gulf, Mobile & Ohio discontinued two of its trains between St. Louis, Missouri and Jackson Tennessee, and replaced them with another postmobile, the company's third. This route, a distance of 292 miles, operates in four states, Missouri, Illinois, Kentucky and Tennessee.

The fourth Gulf postmobile was established on the Jackson & New Orleans R. P. O., after the Gulf, Mobile & Ohio withdrew its train "The Rebel" on the Northern Division of this route. On February 24, 1954, this postmobile was established between Middleton, Tennessee and Jackson, Mississippi. However, it was soon found that the northern terminal was unsatisfactory, as there were no overnight accommodations for either the driver or postal clerks. Thus, on March 6, the northern terminal was changed from Middleton, Tennessee to Corinth, Mississippi. And a new route, Corinth & Jackson, was finally established.

While the Gulf, Mobile & Ohio has pioneered postmobile operations, other railroads are emerging on the scene. Central of Georgia,



The four postmobile and one highway post office route operated by the Gulf Transport Co. — Chicago and St. Louis; St. Louis and Jackson, Tenn.; Jackson and Meridian, Miss.; Corinth and Jackson, Miss.; Newton, Miss. and Mobile, Ala. (HPO).

Early in 1951 the Comptroller General ruled that it would be permissible for a railroad, wanting to withdraw its trains over a line, to provide highway post office service and continue to be paid for the mail carrying operations. Again, the Gulf, Mobile & Ohio was the first railroad to take advantage of this new ruling, and on November 11, 1951, the first postmobile (or RPO-Bus, as they are often called) was put into service.

This postmobile route was established along the route of the Jackson & Mobile R. P. O., but operated only between Jackson, Tennessee and Meridian, Mississippi.

These railroad highway post offices are not under the authority of the Highway Post Office Section of the Post Office Department's Bureau of Transportation, and for that reason they retain the R. P. O. in the postmark, but do use TRIP instead of the standard TR, meaning train, for identifying the direction of the trips. Otherwise, operation of these postmobiles is practically identical with regular contract highway post office operation, the contractor furnishes the coach and driver, the government the clerks.

However, it is interesting to note that the contractor is paid on the basis of the rail miles between towns, regardless of the actual number of highway miles traveled by the postmobile.

Early the following year, on February 1, 1952, the company inaugurated another postmobile route,

the Seaboard Airline Railway, the Portland & Seaside Railroad, and the Santa Fe have already made contributions to the growing network of postmobiles throughout the nation. But the service is still growing, and an increasingly larger number of railroads can be expected to establish new routes in the future.

Golden Anniversary
Of Washington Club

The Shoreham Hotel, Washington, D. C. will be the scene of the Washington Jubilee Exhibition under the auspices of the Washington Philatelic Society. The group is celebrating the 50th anniversary of its founding.

Sharing in the affair, and guests of the WPS are the American Philatelic Congress, The Essay-Proof Society, and the Bureau Issues Association. All of these will participate extensively and have their conventions in conjunction with it. Dates are October 20 to 23. Each

of the days will see special events produced by the respective societies.

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PUBLIC AUCTION

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- Latin America, a large variety of unusual and distinctive material rarely seen, including Venezuela States Coat of Arms in sets and collections.
- U.P.U. - ROOSEVELT - U.N. including rare unlisted varieties.
- British Colonies, a nice showing of desirable George V and George VI issues, popular Centennial sets and Commemoratives.

Other highlights of this sale will be listed in our forthcoming ads.

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To err is human. When your personal finances are concerned, it can be costly. Unfortunately, most of us find out the right thing to do after the harm is done. Whether you are buying an automobile or a lawn mower your best chances for satisfaction and service are when dealing with an established leader in its field. When selling your stamps the same reasoning holds true. Naturally any dealer will buy the cream off the top but it is the superb plate blocks or the desirable sets. When you sell you want to sell everything in your lot and receive the full measure of value for every item in that lot. You need a buyer with a reputation for being the logical buyer for entire collections, entire accumulations or entire dealer stocks. You want to know that he is a constant buyer no matter when you contact him — unworried by the vagaries of the market which causes so many others to hesitate and be swerved — at your expense. Such a firm is located here dedicated to such service. We are not come lately to the scene, we are not buying for today's needs. We are full time dealers and buy well in advance of next month's needs or even next year's needs. This knowledge is profitable when you use it. Ship your material here now for our appraisal and find out why "the big collections are being sold to Miner Stamp Company".

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PLATE BLOCK Thoughts and Comments

M. X. Weiss
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WHAT HAVE YOU IN PLATE BLOCKS?

The typical American boy will have, in his pocket, just about everything from soup to nuts, and sometimes even a live frog and fishing hooks thrown in. As in these young lads, many a grown up will have a similar assortment in plate blocks. Should he be asked the question, "What have you in plate blocks?", one of many answers may be "Oh, I have lots of them—all kinds—just about everything. I just put them away in my drawer or—in a cigar box—or in a shoe box."

Another typical answer may be such as, "every time a new issue comes out I get a bunch of plate blocks, put them away, and just forget about them."

The fact that is common in all these instances is that there is no mention of order, mounting, sorting, counting, or knowing what, and how many, the person has in the way of plate blocks. What goes along in cases of this type is an eventual accumulation of all sorts of odds and ends, irregular size blocks, all bunched together in one heap and merely left to age that way.

The people who keep gathering plate blocks in this fashion are many. The main incentive is the fact that all these plate blocks are priced up at post offices at face value. Just the fact that a block of stamps has a plate number and is available at face is something they cannot resist. The more they can get the more they will buy. It seems to me that in these cases the pleasure seems to come mostly from buying plate blocks at face value.

What happens with these plate blocks after they are bought is of little importance for they are destined to receive a resting place for years to come, in an almost permanent confinement with many other plate blocks. The impression that I have received in the course of many years is that the pleasure of plate block collecting begins with the purchase. It reaches its height after it is dressed up as part of the collection, with the plate block being mounted in the proper classification.

Like most of the hobbies and pastimes, the best interests of the individual philatelist are advanced at stamp clubs, where many collectors gather together to exchange views, engage in trading and other general discussions common to most of them. It is in a stamp club where a collector and accumulator of plate blocks can learn and take note from those in attendance how to organize and best display all the plate blocks he has.

Exhibitions contribute very much to interest and enthusiasm when one can show what he has accumulated in the course of years, in the neatest and most attractive manner. Another form of building the collection and extending it is through trading and exchanging with local or out of town collectors by correspondence.

A collection is usually one of a kind, and if it's in matched plate blocks of all numbers and all positions, it is still one of a kind in every number and position. Additional copies of the same plate number in the same position may be used as duplicates for trading purposes or even selling some of these extra copies. Beyond having duplicates of what is already in your collection, accumulations of every type and run of the mill plate blocks do not serve the collector too well in the long run.

If, for some good reason, you suspect that there might be increased value in one or more special stamps, it doesn't hurt to put a few of these away for the future. It does not follow that every stamp that comes out, if held for a good number of years, will yield fruitful returns because the original supply of most stamps is large enough to eliminate that possibility.

In the general sense plate blocks are collected in the conventional size of four stamps to the plate block in the rotary issues, and six stamps to the plate plate printings where the plate number is in the center of the sheet.

There are, of course, exceptional instances where larger, or smaller, plate blocks are the most conventional and popular way of collecting them. This does not in any way limit or prevent any collector from assembling his collection with larger size blocks, such as plate

blocks of nine stamps, twelve stamps, etc.

In pursuit of such larger size plate blocks several things should be borne in mind. First of all, be sure that you can continue and maintain your collection with these larger size plate blocks. Make sure that through your own efforts you will be able to continue getting the same size blocks on all future issues. Remember that you become an exception to the rule when you try to get plate blocks larger in size than the normal conventional ones.

If you collect matched plate block sets, in all positions, you may have a job on your hands in getting such complete sets, in larger size blocks, unless you have some dealer or other collectors who can be relied upon to help, or serve you regularly when you need them. In the long run, it may become too difficult and also too expensive to try to keep up with oversize blocks in this specialized field. In a word, give this very careful thought and consideration before arriving at a final decision.

Crash Kills Columbus Exhibition Chairman

The plane crash in Lake Michigan on Monday January 17 claimed the life of the man who was the general chairman of the stamp exhibition planned by the Columbus Philatelic Club for March 5 and 6. He is John R. Coram of the advertising firm of Kight Advertising Co., Columbus, Ohio.

Besides his membership in the local club, Coram also held cards in the American Philatelic Society and the Society of Philatelic Americans. He is survived by his wife and two children.

The exhibition will go on as scheduled.

Australian Specialists Elect Kreischer Prexy

Peter Kreischer of Chicago was elected president of the Society of Australian Specialists for the 1955-56 term. Mr. Kreischer had served the group for 14 years as secretary. Other officers are vice president Ernest Summerton of Brooklyn; Leo A. Elliott of Fort Worth as treasurer; Secretary Royal C. Anderson, 107 E. Delavan Ave., Buffalo 8, N. Y.

The SAS is a correspondence group of collectors interested in the stamps of Australia and New Zealand along with other islands of Oceania. The majority of the members live in the U. S. and Canada. Besides a library of many publications in this field and other advantages, the society has a bulletin

edited by James C. Shiltz of Riverside, Ill.

Additional information can be gotten from the secretary.

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287 4c "	2.35	.70	298 10c Pan Am.	2.40	1.80	550 5c Pilgrim	140.00
288 8c "	2.00	.70	299 10c Pan Am.	3.25	1.10	610 2c Harding	6.00
289 8c "	3.00	1.45	328 1c Jamestown	.25	.14	612 2c " Perf 10	90.00
290 10c "	4.00	.52	329 5c "	.30	.08	615 2c Walloon	11.00
291 50c "	12.00	3.50	330 5c "	2.80	1.10	616 5c Walloon	100.00
292 11c "	35.00	26.00	368 2c Line Imp	2.00	1.40	617 1c Lexington	8.00
293 42c "	45.00	28.00	369 2c " blue	7.25	5.75	618 2c Lexington	14.00
294 1c Pan Am.	.28	.09	371 2c Alaska Imp	2.65	.90	619 5c Lexington	60.00
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3 & 8c INT. CIVIL AVIATION ORG.
FIRST DAY—FEBRUARY 9TH—UNITED NATIONS, N. Y.

The Land Grant Colleges stamp honors two colleges — Michigan State College and Pennsylvania State University — but the official first day of sale will only be held at East Lansing, Michigan on February 12th. In the case of the Rotary International stamp, the denomination will be 8c because of the International nature of the organization being honored. No first day date has yet been set for the Soo Locks Centennial.

The next United Nations issue will be one honoring the work of International Civil Aviation Organization. There will be two stamps of 3 & 8c denomination both being placed on first day sale at United Nations, N. Y. February 9th.

Shown here are several of the ARTCRAFT designs that have been prepared for these issues. The true beauty and depth of tone of these ARTCRAFT ENGRAVINGS is lost in this advertisement because of the limitations of letterpress printing.

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8c ICAO United Nations	.30	.40	.60	.95
3 & 8c ICAO COMB. COVER	.40			
8c ROTARY INTERNATIONAL	.30	.40	.60	1.50
3c SOO LOCKS CENTENNIAL	.20	.25	.30	.80

NEW 1955 FIRST DAY CATALOG

Lists, prices & classifies all known U.S. & U.N. first day covers. Well illustrated with valuable postmark information. **50c**

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TERMS OF SALE: All lots are guaranteed genuine and will be sold from the date of sale or, if forwarded, within 3 days from receipt. Successful mail bidders, already our customers, may have their lots forwarded. Others, unknown to us, will receive an invoice and are added to the amount of lots shipped, to cover postage, handling and by private collectors living in New York City Area. Lots are on view in our offices from February 15 to 24.

SYMBOLS AND ABBREVIATIONS: *—Unused; □—Used; ⊠—Cover; ⊡—Block; ⊢—Block bigger than four; C—Catalogue; Value; E—Estimated Value; P—Proof; S—Specimen; OG—Original gum; N—Never Hinged; F.D.C.—First Day Cover; Imp.—Imperfected; T—Top; B—Bottom; Superb—Exceptionally fine; VF—Very Fine above average; Fine—Average condition; VG—Below average; Scott Catalogue and prices are used unless otherwise indicated.

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mated Value: P-Proof: G-Specimen: OG-Original gum: NH-Neve-
Hinged: P.D.C.-First Day Cover: Imp.-Imperfected: T-Top: B-Bot-
om: L-Left: R-Right.

Superb-Exceptionally fine; VF-Very Fine above average; Fine-Aver-
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lot # DESCRIPTION VALUE

1 20 King 40c on piece E 5.00

2 24.26.27.29.31 King imperf. "Saggio" E 7.00

3 30.32 King imperf. "Saggio" each E 5.00

4 33 King Victor, plate block E 5.00

5 37 King Humbert corn. block of 8 E 5.00

6 38 King 75c, imperf. scarce E 10.00

7 39 King 15c imperf. E 5.00

8 40 King 50c imperf. block of 4 E 5.00

9 41 King 10c imperf. pair E 2.00

10 42 King 25c imperf. pair E 2.00

11 43 King 50c printed both sides E 3.00

12 44 King bottom sh. imperf. block E 4.00

13 45 King 10c Victor offset E 5.00

14 46 King 30c imperf. pair, scarce E 4.00

15 47 King 40c imperf. E 7.00

16 48 King 50c imperf. corner sh. E 5.00

17 49 King 60c imperf. rare E 3.00

18 50 King 60c imperf. scarce E 10.00

19 51 King 20c imperf. pair E 3.00

20 52 King 20c imperf. pair E 3.00

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LINN'S WEEKLY STAMP NEWS

GEORGE W. LINN, Senior Editor...HOWEY-IN-THE-HILLS, FLORIDA
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PUBLICATION OFFICE...119-121 E. Court St., SIDNEY, OHIO
Mail Address...P.O. Box 29, Sidney, Ohio Telephone...7297-1
When requesting information include a stamped addressed envelope for a reply.

Subscription Per Year — \$1 U. S.; \$1.50 Canada; \$2.50 Foreign

Entered as second class matter April 22, 1942, at the post office at Sidney, Ohio under the act of March 8, 1879.

DISPLAY ADVERTISING RATES

Rates are per column inch per insertion. Transient, 1 inch \$4.00; 2 inch \$7.00; 3 inch \$10.00; 4 inch \$12.00; 5 inch \$13.50. (Contract rates lower.)
Rates for larger space and complete rate card on request.
CLOSING DATE for new copy or change, Wednesday noon, for publication second Monday following.

LEWIS F. TURLEY
Advertising Manager

Seebeck Was A Piker

As a result of our attacks on the various spurious labels that have been sold as Postage Stamps, we have come into possession of a very great amount of information concerning other things in the stamp world which have been a worry and a curse to the collector. Such matters as the fixing and altering of our own U. S. stamps, matters such as the imperf Canadians which have had collectors of Canada upset for some time past. Offerings of labels purported to be Labrador Essays, which are without any foundation. Many other things of a similar nature which should all have been condemned by an Association of Stamp Dealers as undesirable material.



GEORGE W. LINN

One of the greatest surprises however has been the information we have received concerning the handling of the stamps of Liberia for several years past. Liberia has always been looked down upon by stamp collectors. It has been accused of issuing canceled to order picture sets and of doing just about everything else that a disreputable stamp issuing country might do. Imagine then, our surprise when we learn the true facts as concerns Liberia. The country was taken advantage of some years ago when a smart stamp dealer made a contract whereby he apparently controls the production of Liberian postage stamps. Not having a copy of the contract we can not of course be certain of the terms and conditions, in fact the Liberian Post Office Department does not know the terms and conditions because it too, does not have a copy of the contract, but the stamp dealer claims that he holds such a valid contract.

So for all its sins, do not blame the Liberian Government. Lay the blame where it belongs. When stamp dealers can get hold of and control stamp issues of any country it is a very sad state of affairs and such things will continue just as long as collectors stand for it. Collectors could clean up this kind of mess if they took the notion. We have thought that the stamp dealers themselves would attempt the task, but we are now convinced that the dealers themselves will not destroy their own "goose" and that if collectors want the hobby cleaned up they will have to fight for it.

Visiting Firemen

It is now the time of year when visiting collectors from the north country come to Florida. Many people look forward to an annual winter visit to Florida to escape the chill and cold. This past winter season from early December up to the middle of January has been below average down here, for pleasant weather. It has been colder than usual, but even then quite pleasant most of the time.

When more people learn that Florida is an ideal vacation spot in the summer, more of them will come in the summer.

Last winter and again this winter we are having the usual number of visitors. On January 10 Mr. and Mrs. J. H. Davis Reynolds of Flint, Mich. visited at our home. Reynolds is best known for his interest in U. S. stamps with guide and plate lines as a part of the sheet.

Five days later came Pope Ide of Scranton, Pa. Pop has been a very active and enthusiastic collector for years. He was visiting his brother Elmer Ide who lives at St. Cloud, Florida. Elmer is also a collector and the two of them came to visit our house on January 15.

On the 16th came J. E. Rasdale and wife and daughter Linda. Thus we have four stamp collectors in a row in our guest book and all in less than a week's time.

We anticipate many more names to be added in the coming weeks for we have visitors here from all over the country and all are welcome for a visit and a chat on stamps.

About Basket Ball

The nearest we can come to tying Basket Ball in with stamp collecting is to remark that Basket Ball is pictured on some stamps, but that is not what I want to talk about. Some of you readers must have an interest in the game and for fear you will not know about it I have got to tell you of a play made about ten days ago when Alabama was playing with North Carolina. My Grandson George W. Linn is on the Alabama team. As the first half of the game was about over he grabbed the ball on a rebound from the basket of the North Carolina board and turned and threw a basket which goes down in the record as 84 feet 11 inches. This is believed to be the longest on record. The half ended while the ball was in the air but it hit the backboard at the Alabama basket and bounded into the basket. We naturally feel proud of this boy and want collectors who like Basket Ball to know that he is our grandson.

PAID Cancells

The present series of articles concerning PAID cancells on the 3c stamp of 1861 is to be revised and printed in book form when finished. Many collectors have sent us additional information on some of the cancells already illustrated and some have supplied us with new information.

I have made an intensive search for this material over the past five years or more and am rather amazed that so little of it seems available. There are perhaps not too many collecting the cancells else the cost of them would soar tremendously. As it is, we look on the catalog value placed on these cancells by the Scott Catalog and wonder when the prices were placed there, for today it is difficult to buy good copies of most any PAID cancel on a 3c 1861 for less than 50c to \$1.00 each for the ordinary types off cover. On cover at two or three times as much and there are many varieties of these PAID cancells which are well known to be very rare and due to their unusual format bring high prices. Yet the Scott catalog has a price of 15c on PAID cancells on the 3c 1861. How worthless can a catalog become?

Fifty Thousand In '55

That might be a good slogan for us to adopt right now for if we can do as well in 1955 as we did in 1954, then ere the end of this year, Linn's will have passed the 50,000 mark in subscriptions. Word from Sidney is that the office is being swamped with them at the beginning of this year. Last year we added over 5000 new subscribers to our list while most other papers were losing subscriptions. We hope to do as well this year. Collectors do appreciate and support a publication that constantly fights for an honest deal for them.

So here's to Fifty in Fifty-five.

SMILEATELICS . . . Bob Rieker



"I think you'll get ahead in the stamp business, Miss La Tour, you have a habit of putting your best . . . err . . . foot forward!"

Radio Missile Mail To Europe?

It is now possible to transport light mail across the Atlantic in radio controlled guided missiles, John M. Redding, 46, former assistant postmaster general, told the second annual meeting of the Parcel Post association recently in the Conrad Hilton hotel, Chicago.

Redding said he violated no security regulations in disclosing what could be done with the missiles.

"Such a missile could be guided half way across the Atlantic from a base in this country — then have control taken by the receiving end and safely and securely landed in Europe with mails only three or four hours old out of the United States," he asserted.

Mail bearing missiles are being tested by the United States and other countries, as well, Redding said. Both Germany and Italy have tried using missiles propelled by rockets.

"Costs of using guided missiles are as yet prohibitive," he said. "But the time will come when we will use these new carriers. The time could be tomorrow."

Both Redding and other speakers attacked recent changes in postal regulations reducing the size and weight of package that may be carried by parcel post. Redding noted that he and other post office officials objected to public law 119, which embodies the changes, when it was passed in 1951.

Has Covers With MSC Slogan, Cachet

A printed cachet was applied to 1665 items mailed the first day of use (January 1) of the pictorial slogan cancel honoring the Centennial of Michigan State College. Of these, 840 were dispatched from East Lansing and 825 from Lansing.

Three Universal machines were used in applying the slogan in the Lansing Post Office — the postmark head containing no machine number, a number 1, and a number 2 respectively — while the East Lansing office used an International machine.

As a service to collectors who neglected to send in covers for the cachet, an extra 100 covers with cachet were run through each of the Lansing machines and 200 through the East Lansing machine. These are available as long as they last for five cents each in stamps or coin and a stamped, self-addressed envelope. Write Dr. Paul C. Morrison, Department of Geology and Geography, Michigan State College, East Lansing, Michigan. Use of commemorative stamp will be appreciated.

Dr. Morrison will not service first day covers on February 12 of the new Land Grant Colleges stamp, so asks that such requests not be made.

1955 STAMP PROGRAM

Feb. 12—Land Grant Colleges 3c, East Lansing, Mich. (50 per pane, 110 million).

Feb. 23—Rotary International 8c Chicago, Ill. (50 per pane, 80 million).

Soo Locks Centennial, probably at Sault Ste. Marie, Mich.

ALREADY ISSUED
1064—Art Museum 3c, Philadelphia, Pa., January 15.

UNITED NATIONS

Feb. 9—ICAO commem.

May 11—UNESCO commem.

Oct. 24—UN Day commem.

Dec. 9—Human Rights commem.

To obtain First Day Covers collectors can send a reasonable quantity, each with a name and address, and enclosing a stub to the Postmaster of the designated first day city with a request for FD Service. Payment must accompany to cover the face value of the stamps to be affixed. For UN and Canadian first days, watch the news stories on these and follow instructions.

Here's A Switch! Stamps On Hats

Stamps are going to women's hats. They're going to the top of the fashion parade in one of the nation's top fashion stores — Saks Fifth Avenue in New York City. The new Spring ones are coming in now, and one whole window of the famous department store is devoted to the new chapeaux for milady.



They are interpreted in a pattern of printed stamps and postal markings, as well as real stamps stitched directly to the material. Also included are various philatelic accessories (in the window, not on the hats), and sets of stamps featuring styles of ladies' hats in various countries.

Gimbels Famous Stamp and Coin Department furnished the albums and other stamp collectors' accessories in the novel tie-in display.

Jacques Minkus, head of the department, was asked for his opinions concerning this new trend in fashion. "Well," he smiled, "I won't say that I particularly approve of sewing stamps to hats — because I think there are better ways of collecting them. After all, there's really no reason why

stamps shouldn't be on hats, since hats have been on stamps for years."

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	Cat.	Net
#22	25	10
23	60	23
24	75	28
27	1.25	43
29	60	23
31	60	23
29/32	2.50	85
49	1.00	35
51	1.50	55
49/51	6.50	2.75
126	1.00	45

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For the 150th anniversary of the United States Constitution in 1938 Poland issued a commemorative stamp on which were seen Kosciuszko, Paine and Washington, plus a view of New York City.



BY CARL P. RUETH

Now that several nations are going to recognize the 50th anniversary of Rotary International with commemorative stamps this year, including the United States on February 23, the question arises, "What other nations are doing likewise, and has the organization ever been honored with stamps in the past?"

Austria apparently was the first with an issue of six semipostals in 1931. These were produced by overprinting the Rotary emblem, and the wording, "CONVENTION/WIEN (Vienna) 1931", on six different designs of the 1929-30 Scenic series for regular postage. Scott lists them as B87-B92 and they all catalog \$3 per stamp, mint or used.

In 1940 Cuba issued a 2c red, Scott No. 362 cat priced at a nominal 25c (mint) and 15c (used). The Rotary emblem is superimposed on the Cuban flag as is a tobacco plant. It noted the international convention at Havana that year.

Brazil was host to the international convention in 1948 at Rio de Janeiro. Issued were two airmails, Scott C66-67, cat priced 60c and 40c respectively for the pair. It is an engraved design, rather nice looking, giving a view of Rio's harbor with the Statue of Christ on Mt. Corcovado in the foreground and Sugar Loaf Mountain in the back.

Last year there was a Rotary meeting at Ostende, Belgium for which that postal administration, on September 10, issued three nice looking commemoratives in denominations of 20c, 80c and 4fr. Each bore the Rotary emblem.

Other countries besides the United States to issue Rotary commemoratives this year are Philippines, Australia, Egypt, Cuba, Nicaragua, Panama, France and the Dominican Republic. All these issues are important items to a collection of Americana on Foreign Stamps.

1. A Red River Ox Cart can be seen on what commemorative?
2. On one set of the Famous Americans series the identifying insignias are different on each stamp. By insignia is meant, for example, the quill pen and bottle of ink on the Authors set. Name the set.

A viewpoint which I think should be heard is expressed by Lawrence W. Bayes of Dayton, Ohio, an insurance counsellor and salesman. He writes:

"In your column of January 17 you mention the subject of insurance on stamp and cover collections. This, of course, is right down my alley and we do have several policies in force in and around Dayton.

"One thing that struck me in your column was that you are advising your readers to apply to the SPA for this form of insurance, which of course doesn't sit well with us who sell this insurance locally. Frankly, your readers would get the same rate buying their insurance from the local agent as they would from Mr. Vining (S.P.A. secretary). I don't know just what the company writing this business for the SPA has done in the way of licensing in all states, but that could be quite involved, both for the customer and the company.

"Incidentally, this stamp and coin policy covers in the United States and Canada against practically all forms of loss and the rate is very reasonable. For the first \$5000 of insurance the rate is 65c per hundred per year, subject to a credit for a three year policy. Where values are in excess of \$5000, the rate is materially reduced."

In the January 3 column I mentioned that the 8c Columbian of March 3, 1893 had a vague Marian Year tie-in because of the painting on the back wall which showed a foot of the Blessed Mother. The scene shows "Columbus Restored To Favor" an event which seems to have as its setting, the throne, or one of the royal reception rooms of the reigning family.

In the illustration shown on this page is the entire picture from which the stamp design was adapted. As you can see the painting is of the crucifixion. The black line through it sets off the part used for the stamp.

This is shown through the cour-



tesy of the Rev. Aloysius Horn of Fremont, Ohio, and William Wonneberger, Jr., Stratford, Conn.

A reader asks, "Would it be too much to ask you to write an article about what you think of the United Nations stamps in regards to collecting them?"

The way I feel about this hobby is that if what you are interested in gives you fun, recreation and information then far be it from me to tell you to do anything else.

Without question, the stamps are legitimate, they are mostly well designed, and certainly not costly. As to possible later worth, I don't know — what's furthermore build your collection for the pleasure in it and not for some future envisioned profits.

Having some wonderful response from stamp clubs in the Seventh Annual Design Derby. With package after package of votes comes a letter or note which says, "We never realized what a great amount of fun, and what a good program comes from the members viewing the stamps and then voting in your Design Derby."

7th ANNUAL DESIGN DERBY

	1st	2nd	3rd
Columbia U			
Nebraska			
Kansas			
Eastman			
Lewis & Clark			
4c Airmail			
Spec. Delivery			
1c Washington			
2c Jefferson			
3c Liberty			
4c Lincoln			
5c Monroe			
8c Liberty			

Worst Design _____
Least necessary _____
Design most appropriate to the subject _____

Send them to Carl P. Rueth, Lynns Weekly Stamp News, Sidney, Ohio.

These people are genuinely interested, too, for they have in nearly all instances made up ballots of their own similar to the one which is printed here each week. Many of these clubs are keeping signed duplicates of the individual ballots to give substantial prizes to those who come closest to the national results.

Returns from individuals have been splendid. It has become a family affair in many homes where even those not stamp collectors vote, at least on the beauty of the designs part of the ballot.

If you haven't voted, vote now. There are two very pressing and important obligations at this time every year — one the "figgerin" of the income tax, and two, the Design Derby. While the income tax is an older institution, the Design Derby is infinitely more important!!

I am sure a number of you do

not quite understand the printing schedule of Lynns Weekly Stamp News, and for that matter any of the other philatelic publications. The following comments were brought on by a letter from a Chicago reader who stated, "In recent months I've been reading your 'U.S. NOTES' with what might be called avid interest and I certainly did not enjoy seeing you scooped by our Daily News here in Chicago regarding the announcement of the commemorative for the 50th anniversary of Rotary International.

"I didn't really expect to see anything on it in the January 3 issue of Lynns but was sorely disappointed when I found nothing in the January 10 issue."

Let's say the Chicago Daily News, and all other daily papers received the POD news release and a picture of the stamp on January 3. Let us say that Lynns' and all the other stamp papers received this same information on January 3.

The dailies could receive that information in the morning and have it in the afternoon papers.

In our case, on January 3, we printed the January 10 paper, and started putting it into the mails next day. There was no way possible for us to get it in the January 3 or 10 papers, for the former had been printed a week previously, and the latter, that same day.

The news weeklies, and monthly magazines all work on that kind of schedule. It just isn't a condition of the stamp publications.

In spite of the above, Lynns gives you news of new stamps, discoveries and philatelic events sooner, in more instances, than any of the other stamp publications.

1. The Minnesota Territory of 1949.
2. The Scientists.

Liberian Six Have Athletic Themes

Sports activities in Liberia are the subjects pictured on a set of three regulars and three airmails released by Liberia on January 26. It is the first time that a sports theme has been used by this nation.

In the regular part are — 3c Tennis, red and green; 5c Soccer, black and orange; 25c Boxing, purple and yellow. The airmails are — 10c Baseball, blue and pink; 12c Swimming, brown and blue; 25c Running, cerise and green.

Also issued are perf and imperf souvenir sheets each of which carries a copy of the 25c regular and 25c airmail. The face value of the stamps is 80c and of the souvenir sheets, 50 cents each.

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#624	3b Nueva Esparta	2.50 1.00
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C515	3b Apure	2.25 1.00
C516	5b Apure	3.75 1.60

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489	.06	.51	.54	.56	.29	.63
491	.10	.52	.55	.58	.38	.63
493	.10	.52	.55	.58	.38	.63
495	.22	.52	.55	.58	.38	.63
496	.10	.53	.56	.59	.42	.63
497	.75	.53	.56	.59	.42	.63
498	.06	.53	.56	.59	.42	.63
499	.06	.54	.57	.60	.48	.64
501	.33	.54	.57	.60	.48	.64
503	.51	.54	.57	.60	.48	.64
504	.22	.54	.57	.60	.48	.64
506	.22	.54	.57	.60	.48	.64

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Rare Poonch Stamp Found

The second copy of a rare Indian States stamp, heretofore believed unique, has been discovered by a Leesburg, Fla., collector.

The stamp is the 1877 Poonch 1/2 anna red measuring 19 by 17mm (Scott No. 1A, Gibbons No. 1a). It was found in a group of common Indian States stamps by Emmett Peter, Jr., of Leesburg, a veteran student of Indian States stamps.

According to Mr. Peter, the stamp was found in an "album-page" lot which cost but a few dollars.

Mr. Peter's copy has four large though uneven margins. It is unused with traces of what had been either gum or sealing wax on the reverse. It is in perfect condition except for two ironed out creases.

The collector submitted his "find" to the Philatelic Foundation, which on January 3, issued Certificate No. 5319 describing the stamp as "genuine in all respects."

The only other known copy of the 1877 Poonch is in the collection of L. E. Dawson, in Dublin, Ireland. It is a used example, and for years was believed to be the only one in existence. Robson Lowe, in his Encyclopedia of British Empire Postage Stamps, Vol. 3, describes the stamp as unique.

Poonch was a tiny Feudal state in Northern India ruled by cousins of the royal family of Jammu and Kashmir.

Poonch issued its first postage stamp in 1876 (although the first issue was discovered by collectors some 22 years later, in 1898).

The 1876 issue was nearly square 22 x 21mm while the 1877 issue is 19 x 17mm in size and has an oblong circle enclosing the native characters in the center of the stamps.

A third die, measuring 21 x 19mm, came into use in 1879. This also is of excessive rarity. At last reports only eight were accounted for—six used singles and an unused pair.

The collecting of Indian States stamps is not as popular today as it once was. Taping, the famous English collector, once swapped a mint 2d Post Office Mauritius (today's catalog value \$17,000) for the mint pair of the 1879 Poonch 21 x 19 die mentioned above. The exchange was made by Prince Ferrari.

The pair did not go to the British Museum, and its current whereabouts are not known. Some say it was cut apart.

It is said that the ruling family of Poonch issued stamps because they were jealous of the British post office! A native post office was erected across the road from the British office, and a policeman patrolled to see that no natives posted letters without having a Poonch stamp as well as British franking. The stamps were manufactured by the most primitive of methods. A native sat cross legged on the floor and handstamped the stamps—from brass dies that had been prepared by a Srinagar seal cutter. They were printed in red water color.

It is curious to note that the 1/2 anna Poonch of 1877 (Mr. Peter's "find") has a catalog value of just \$75 in Scott, although only one example was known at the time that catalog value was assigned. The 1879 issue catalogs \$60 although only eight copies are known.

Cubells Catalog For Stamps Of France

Pierre A. Cubells, 2 Rue des Graviers, Soissons (Aisne) France announces the 1955 edition of his "Index Philatelique de France, 1849-1955". Its contents are devoted to France, and French Occupations. The price is 36c (U. S.) or four International Reply Coupons obtainable at most post offices, deductible on the first order amounting to \$3 or more.

It lists not only French regular issues, airmails, postage dues, service, war issues and parcel post, but also major shades and color varieties, imperfs, FDC's, and precancels. Included are offerings of stock books, albums and accessories covering France and its Colonies.

There is an edition printed in French. For the English reading collectors there is now available copies in that language. All types of French stamps are illustrated and stamps of the same type, such as Ceres, Semeuse, Peace, etc., are indexed and are therefore easily found. There are 54 pages bound between paper covers.

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New Series Gum.

I believe I have read where the new printing processes involve a new gumming process. I had about a dozen Liberty Series precancels on paper and decided to soak them off. After the usual wait I started to pick them off, but they just didn't come. Reminded me of some foreign stamps I used to soak off, or tried to, in days gone by. So I really believe that there is a new fast sticking gum being used. What do you think?

Liberty Series Precancels.

Want to thank the readers for reporting the new Precancels they have seen. Here they are. E. E. Ewing of Covington, Ky. shows me a 3c Canton, Ohio in the regular U-122 W type. Lester West, of Liberty, Ind. sent the home town values of the 1c and 2c.

Jack DeForrest of Corpus Christi, Tex. showed the home town 2c value. Dick Spung of Watsonville, Calif. had the home town 4c and 5c. These are real show pieces.

VERMONT — NEW HAMPSHIRE LISTS.

Bob Briggs, Box 7, North Orange, Mass. has compiled Town and Type lists for the States of Vermont and New Hampshire. The Vermont list is the latest but the New Hampshire is still serviceable. A copy of either or both will be sent free on request and the receipt of a 3 cent stamp. Write Mr. Briggs if interested.

New Checklist For U.S. Plate Numbers

If you collect plate numbers you need a plate number check list so that you can know which ones have been issued. This information is carried in the stamp catalogs, and in one or so other publications, but it isn't put up in a form where one can turn to the stamp in question and find which positions and numbers he has.

Such a handy item has been produced by the Harold Cohn & Co., 3131 Lincoln Ave., Chicago 13, Ill. at \$1.50. The check part is concerned entirely with commemoratives and propaganda issues such as the NRA, Win The War and the like from the Columbians to date.

You can mark what positions of which numbers you have, and that tells you what you still need also. A second section provides a check list for all U. S. stamps. It provides spaces for check off whether you have your single, block and plate block and whether they are mint or used.

The check list was compiled and edited by Morris X. Weiss who writes "Plate Block Thoughts and Comments" for Linn's Weekly Stamp News. There are 50 pages bound with plastic in a simulated leather cover. Each of the various stamps are illustrated.

Many Price Revisions In 1955 Michel

A rather comprehensive catalog of Germany is the Michel Briefmarken Katalog now in a 1955 edition and available at \$1.50 postpaid from Jacob Habib, Room 1217, 154 Nassau St., New York 38, N. Y.

This reference book covers everything pertaining to the nation, including the former German States, former Colonies, the Occupations and former Territories. In Germany itself there is full presentation of the many issues of a local nature. The German stamps, and all these other categories are listed in specialized manner.

Pricing is claimed to be net, based on the German market. The language of the text is German. However, many of the important philatelic words and designations are translated into English, French, Spanish and Portuguese.

The book has been reset in an entirely new type and a number of the illustrations have been remade. Most of the major varieties from normal are pictured and adequately described, plus bearing a realistic pricing. The 322 pages are bound between card covers.

Biographies For Panama Pope Set

J. Forest Johnson

On March 2 the Republic of Panama will issue a set of twelve each of which pictures a Pope of the Catholic Church having the name of Pius. The first day of issue coincides with the 79th birthday of Pius XII the reigning pontiff. As presently conceived, Panama will in time issue stamps bearing the likeness of each of the 259 Popes.

Collectors can send a fully addressed envelope to the "Pope Stamp Division, General Post Office, Panama, Republic of Panama, with an International Money Order for the stamps desired, plus 15c for registration, and 6c postage per set.

Denominations are 2, 3, 4, 5, 6, 10, 20, 25, 50 and 75 centesimos, and 1 and 2 Balboas. The set of twelve costs \$5 U. S. currency. Panama currency is equal to that of the United States.

One of the dozen to be released is the two centesimos printed in purple and bearing the portrait of Pope Pius I. Pius I reigned from 140 A.D. to 155 A.D. and was the ninth successor to Saint Peter the first Pope of the Roman Catholic Church. It was during this period that various heretics visited Rome and sought to propagate their false doctrines among the faithful, but due to the leadership of Pius I they were not successful. During his reign there was a great increase in Christian activity.

The three centesimos is printed in Nile green and bears the portrait of Pope Pius II. Pius II was born Enea Silvio de Piccolomini, at Corsignano, near Siena, Italy October 18, 1405. He was elected Pope August 19, 1458 and reigned continuously until his death August 14, 1464. He worked untiringly toward the liberation of Europe from Turkish domination. He was also active in literacy pursuits throughout his period in office.

Pope Pius III, whose portrait is honored on the maroon four centesimos, was born Francisco Todeschini Piccolomini at Siena, May 29, 1439. He was elected Pope September 22, 1503 and died in Rome October 18, 1503, after a pontificate of four weeks. He was the son of the sister of Pope Pius II.

Pius III was a man of spotless character and many capacities. So temperate in food was he that he

allowed himself an evening meal every other day.

The fifth stamp is six centesimos in gray and bears the portrait of Pope Pius V. Pius V was born Michele Ghislieri at Bosco near Alexandria, Lombardy January 17, 1504. He was trained by the Dominicans of Voghera and ordained in 1528.

He taught theology and philosophy for 16 years and was made a Bishop in 1556. In 1557 he was made a Cardinal by Pope Paul IV and named Inquisitor General for all Christendom. In 1672 he was beatified by Pope Clemente X and Canonized by Pope Clemente XI in 1712.

The blue ten centesimos will honor Pope Pius VI who was born Giovanni Angelico Braschi at Cesena, Italy December 27, 1717. He was educated at the Jesuit College at Cesena and studied law at Ferrara. In 1755 he was appointed Papal Secretary and Canon of St. Peters and made Cardinal by Clemente XIV. On February 15, 1775 he was elected to the office of Pope. Pius died at Valence, France August 29, 1799.

Johnson President At Elmhurst, Ill.

A new official family, headed by president Harvey E. Johnson, has been elected by members of the Elmhurst, Ill. Philatelic Society. Arnold Ellis is vice president; Langdon Longwell treasurer; Kenneth Putnam, secretary, 606 Fairfield Ave., Elmhurst, Ill.

The group specializes in the stamps of Mexico and publishes a quarterly bulletin, "Mexicana", which brings information on the subject. Meetings are on the second and fourth Fridays at members' homes.

MARIAN YEAR TOPICALS

Philippines .....	.05	Italy (2) .....	.22
Spain added (3) .....	.11	Liechtenstein (3) .....	.60
Vatican Closing (3) .....	.30	Malta (3) .....	.30
Vatican Opening (6) .....	.35	Ireland (2) .....	.18
Dominican Rep. (3) .....	.75	Brazil (2) .....	.10
SAR (3) .....	.30	Spain (7) .....	.25
OTHER NEW ISSUES			
AFGHANISTAN airmail .....	.50	JAPAN New Year .....	.54
ECUADOR Tourist .....	.12	PENANG Queen Elizabeth (3) .....	.11
GERMAN Humanitarians (4) .....	.38	PENANG \$5 Queen	2.25
ITALY Vespucci (2) .....	.22	POLAND Animals	2.25
CONGO Royal Institute (2) .....	.35	MALACCA Queen (4) .....	.45
FRANCE Red Cross .....	.17	NORWAY Stamp Cent. (3) .....	.42
FIRST DAY Cacheted NORWAY Stamp Centenary	1.00	Austria Stamp Day .....	.35
Liechtenstein Marian .....	.75	South Africa Animals to 1/ .....	.90
Vatican Marian .....	.35	Finland Insects .....	.70
Malta 65c; Austria Xmas .....	.35		

No approvals sent unless requested with references.

FRANK HERGET; 92 Arden Buffalo 15 New York.

SVEN HEDIN

In 1932 the Chinese Government issued a special set of stamps to commemorate the Northwest Scientific Expedition of Sven Hedin. Ever since, this set has remained a mystery. At no time in all the past years, were there supplies on the market. An occasional set—yes, but never adequate wholesale quantities. No price list, to the best of my knowledge, featured these, and I doubt if anyone has ever seen the set advertised in any stamp magazine whatsoever since these were issued.

The very first time any larger supplies did come on the market seems to be via the Lagerloef Sale in 1953. There was a set of sheets, personally presented by the late Sven Hedin to his good friend Colonel Lagerloef. I purchased this particular lot, sold some half dozen single sets at \$10.00 a set and put the rest away to find out more about them. The problem is this: WHAT ARE THEY REALLY WORTH? Is it \$4.00, the value they are catalogued at or is it \$10.00 the price I asked and got readily enough. The only way to find out is to make a special offer. Here it is: I offer to buy China #307-310 at \$4.00 a set. This is full catalogue and should bring me a lot of sets, if there are a lot around of course.

Will sell what I have left of my own purchase at \$5.00 a set (collectors who paid me \$10.00 a set will get a rebate). This offer is of course good about one month for if I'm unable to buy any at \$4.00, am certainly not going to sell any at \$5.00. Back will go the price to \$10.00.

Who was Sven Hedin? The far away, legendary places of the earth knew him: Persia and Mesopotamia, Kashgar and Khotan, The Pamirs, The Himalayas, the lonely silences of the Gobi Desert and above all high Tibet; They knew him and he them, more so than any other man on earth. The Lagerloef auction catalogue went somewhat beyond usual auction descriptive phrases by describing him as "immortal". The Scandinavian Vikings who bore the name of Sven Hedin, deserved that adjective for he was one of the all-time great explorers of any age.

TREASURE CHEST

Dealers who have a shop might usefully copy this sale feature. A local Winnipeg shop asked me to supply them with a few clearance lots to display in their window, so I got together an assortment of odds and ends (heaven knows I have more than enough as visitors to this place can very well testify to, after they inspect the conglomeration of trays, boxes, old albums, etc., etc. spread over thousands of square feet of space). Well they took this assortment, dumped it all in a "treasure chest" of a box in their window, priced it at \$30.00, sold it within half an hour to a passerby and within a few hours had the same buyer back, begging for more!

If they sell so readily on sight, perhaps I can dispose of a few via mail, minus the chest of course. I offer an assortment of odds and ends, that any general collector would really enjoy going through, for the sum of \$30.00. Cash in advance on this item, it cannot be sent on approval, but of course it's money back if the parcel does not please. Perhaps I may have to refund on a few as it's impossible to please everyone but do believe you will be astounded at the value that will be received.

Allow at least 2 weeks for filling of order and do please specify any particular likes or dislikes.

APPROVALS

I do have some interesting lots suitable for the general collector, priced at \$10.00 each. These are available on approval on request.

THE PLATE BLOCK MOUNTS

Collectors of U.S.A. and Canadian plate blocks will be interested in my Foursquare Mount. Fastest and neatest method of mounting matched sets ever developed. This plus perfect protection gives the plate block collector an unrivaled system of mounting and collecting.

SAMPLES (including a few blocks): \$1.00

The above paragraph has been before the public for over 2 years. Here's a typical comment:

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Third In The Nation; The San Francisco And Pacific Grove 1941 Highway Post Office Route

James F. Cooper

They say that it is human nature to resist changes of any kind. If so, then it was not surprising that when Carl Allen, now deceased, and I started talking about highway bus service back in the old days of 1925 we found many railway mail clerks opposed to the idea. But their views soon changed when the Post Office Department started discontinuing branch line railway post offices on a large scale, and causing many clerks to be unemployed. Great credit is due the Railway Mail Association for getting behind the "bus" post office plan and staying with it until Congress authorized the first three experimental routes.

At 4 a.m., Monday, August 4, 1941, I arrived at the Rincon Station of the San Francisco post office prepared to make the first trip of the San Francisco & Pacific Grove, California's first highway post office, and the nation's third. As I came on to the back platform of the post office station one of my postal clerk friends said to me, "When the bus starts out I bet you will have goose pimples as you are the father of this great new service."

I did have cold chills running up and down my spine, but I think it was from the cold bay fog which is not unusual at that time of year in San Francisco.

As to being credited with being the "Father of the Highway Post Office", I would like to comment that many have thought of the idea of working mail on the highways and several different forms of transportation were used in isolated cases. However, a resolution passed by the Sacramento Branch of the Railway Mail Association and authored by me was the first formal resolution advocating regular bus post office service.

Later another resolution was passed by the 8th Division Convention of the Railway Mail Association of which I was a delegate. These resolutions actually started the movement which resulted in the bills being passed authorizing such service.

Because I could see the handwriting on the wall in regard to my own line, the Tuolumne & Stockton, California, Railway Post Office, and other short runs, I knew we had to do something to better the service and to hold our jobs. The time was ripe, and although the Post Office Department was opposed to the cost, the service was due to begin in the near future.

Later they saw the light and rewrote the bill with several changes. It authorized the first three routes between Washington, D. C. & Harrisonburg, Va.; South Bend, Peru & Indianapolis, Indiana; and the San Francisco & Pacific Grove, California, to begin service in 1941.

Although my good friend William MacDonald, now deceased, was actually Clerk in Charge of the first trip, I signed the trip report as Co-Clerk in Charge on the instructions of Chief Clerk Thomas H. Clancy. This was very unusual, and I have never heard of a similar signature before or after this trip.

Mr. Clancy deserves credit for being the person responsible for the P.O.D. choosing the San Francisco & Pacific Grove as the third of the experimental routes, and for making it the success that it is. While he did not actually ride in the coach on the first trip he was with the crew at each station or post office, having driven ahead in a private automobile, clearing the way and keeping us on schedule.

Pat Ridgney was second clerk and Joseph J. Fay, a San Francisco post office driver was the operator. Our Division Superintendent (now called General Superintendent) was William H. Taylor who entertained all those who had time to listen with stories of misdeeds and experiences of railway mail clerks he knew.

Albert C. Meyers, also since deceased, (strange how many of these people are now gone), President of the 8th Division Railway Mail Association, and Morris R. Knudson, Secretary, made the trip as did G. H. Austin, Post Office Inspector and J. C. Donovan of the Mack Truck Company.

There were also two extra drivers, Mr. Kruse and Mr. Mahood. All signed their names in my scrap book, which I possess today.

There were 22,333 first trip covers made up at San Francisco and 20,603 at Pacific Grove. Most of these had already been cancelled by the time we were ready to

go, but we cancelled 1,428 on Trip 2, and 812 on Trip 1. I did my share of the postmarking.

The highway post office departed from San Francisco at 5 a.m., crossed the long San Francisco-Oakland Bay Bridge and made its first stop at the main post office in Oakland where we were met by newspaper reporters and post office employees and officials. This was in contrast to San Francisco where there were no extra persons to see us off.

We arrived at 5:42 a.m. at San Leandro, my home city, where we were met by about 100 people who gathered around as we approached. During this time I was ringing a bell from my collection. Taking this opportunity to make history I polished a large brass cow bell and had it inscribed, "Aug. 4, 1941, SF & PG HPO." The boys got a big kick out of me ringing the bell as we approached each post office. I was proud to add this bell to my collection.

However, the biggest thrill occurred when we docked. I was called out and presented a beautiful bouquet of flowers with a tag tied to it reading, "To the Proud Father of the Highway Post Office," from the Proto Club (Progress Together), a Sunday School class of which I happened to be president then, and again this year. What made this doubly impressive to me was that I, a common postal clerk, was presented with the flowers, the only ones of the trip, and honored while the higher officials had to set back and look on.

The Post Office Department did a good job of printing pamphlets, maps, and schedules for the first trip. The pamphlet gave the postmaster's name, the population and elevation of the towns, how they were named, when they were settled and other interesting data. These, together with first trip covers, newspaper clippings and pictures of which I have copies are pasted in my scrap book. I also included a letter from the Second Assistant Postmaster General and other information which I am keeping for future reference. It's a joy for me to look over this book.

I regarded this first trip as nearly 100 per cent successful. I predicted that this was only the beginning and that our railway mail service would see lots of them

throughout the nation. Thirteen years afterwards there are nearly 150 highway post office routes and the service is still growing.

It was a long hard fight since 1927 when I first presented the resolutions and countless people have taken part in establishing and making the highway post office service a success. Although I have retired from the postal service I still feel proud that I have had a small part to do in this worthwhile service. This service is operated for the public and not for profit.



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268-76 1.15	199-200 .25	B12-15 2.75
281-90 15.00	201-2 .20	B16-21 1.75
B1-3 1.75	206-7 .55	B22-5 .90
B4-7 1.50	B1-3 .45	B26-9 .70
B8-11 2.00	CB13-26 3.45	B30-33 .60
J25-42 5.00	J21-30 1.75	B47-8 .45

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213	219	529	1200	694	697	826	300
220	267	597	600	696	698	830	831
264	700	632	4000	699	400	839	4000
279	1000	633	500	700	600	840	2000
309	2000	635	1500	803	812	1031	4000
301	1000	636	400	809	300	1033	5000
319	4000	637	638	808	1500	1034	7000
331	374	679	640	810	5000	1035	800
332	375	641	3000	813	817	1036	2000
403	498	642	600	814	4000	1039	1000
406	499	653	885	816	700	1048	2000
501	700	686	1500	818	819	1050	3000
504	400	692	500	820	825	1051	5000
510	700	693	800	822	823		

REGULAR ISSUES

Scott No.	Minimum Quantity	Scott No.	Minimum Quantity	Scott No.	Minimum Quantity	Scott No.	Minimum Quantity
610	500	798	802	938	939	C19	C23
705	1500	835	500	941	947	C26	C33
706	500	838	300	949	957	C25	2000
707	1000	852	550	959	963	C27	400
708	1000	852	550	964	966	C32	2000
709	600	852	550	967	969	C34	500
710	711	852	550	970	400	C35	700
718	727	852	550	971	976	C40	C45
728	800	852	550	977	980	C47	C48
729	2000	852	550	981	1007	E15	E20
737	700	852	550	1008	5000	E16	E17
740	742	852	550	1009	1020	E19	1000
772	777	852	550	1021	200	J79	J86
782	783	852	550	1021	200	J79	J86
784	1500	852	550	1021	200	J79	J86
785	787	852	550	1021	200	J79	J86
790	792	852	550	1021	200	J79	J86
795	500	852	550	1021	200	J79	J86

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1. Write to us, "Attention of U. S. Dept." giving a complete listing of the catalog numbers of the stamps you have for sale, being sure to indicate the approximate available quantity of each variety. By return mail you will receive our top quotations for your stamps, together with instructions for sending them to us.
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Recently we made a clean sweep of our shelves, emptied out hundreds of "oddment" envelopes, cleared out drawers and stock books. Irrespective of value or condition, this was tipped into a bin.

Next we called in "Winnie the Witch" with her magic broomstick and had her mix up a wonderful philatelic Witch's Brew. After Winnie had mixed the Brew it was packed by weight into envelopes of approximately 1000 stamps ready for dispatch to collectors.

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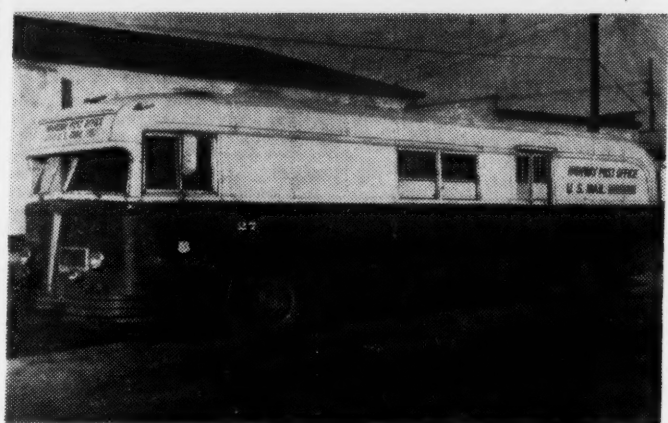
Scott No.	Single	Pair	Block
314	1c Green	1.20	2.40 4.75
315	5c Blue	55.00	110.00 250.00
320	2c Carmine	2.00	4.00 8.00
320A	2c Lake	6.00	12.00 24.00
320B	2c Scarlet	1.75	3.50 7.00
343	1c Green	1.50	3.00 6.00
344	2c Carmine	1.50	3.00 6.00
345	3c Violet	1.90	3.75 7.75
346	4c Brown	2.50	5.00 9.75
347	5c Blue	4.00	8.50 17.00
368	2c Carmine	3.00	6.00 12.00
371	2c Carmine	4.00	8.00 15.75
373	2c Carmine	3.50	7.00 14.00
383	1c Green	1.10	2.20 4.40
384	2c Carmine	1.15	2.30 4.60
408	1c Green	1.00	2.00 4.00
409	2c Carmine	1.07	2.14 4.28
481	1c Green	1.12	2.24 4.48
482	2c Carmine	1.25	2.50 5.00
483	3c Violet	1.20	2.40 4.75
531	1c Green	1.50	3.00 6.00
532	2c Carmine	2.00	4.00 7.75
535	3c Violet	1.25	2.50 5.00
575	1c Green	.85	1.70 3.40
576	1 1/2c Brown	.15	.30 .60
577	2c Carmine	.25	.50 1.00
611	2c Black	1.10	2.20 4.40
631	1 1/2c Brown	.35	.70 1.35
Farleys 1c to 10c	1.75	3.50 7.00	
754	3c Moth. Day	.13	.26 .50
755	3c Wisconsin	.13	.26 .50
771	16c Blue	.90	1.80 3.50

What else do you need in U. S.?
MICHAEL M. KAREN
1467 GREENPORT ROAD
FAR ROCKAWAY 91, N. Y.

CANADA

Scott No.	Single	Pair	Block
66	.07	.14	.28
67	.04	.08	.16
68	.04	.08	.16
69	.03	.06	.12
70	.14	.28	.56
72	.35	.70	1.40
74	.03	.06	.12
75	.02	.04	.08
76	.02	.04	.08
77	.02	.04	.08
78	.02	.04	.08
79	.06	.12	.24
85	.14	.28	.56
86	.14	.28	.56
87	.14	.28	.56
88	.08	.16	.32
91	.04	.08	.16
92	.10	.20	.40
93	.25	.50	1.00
96	.10	.20	.40
97	.12	.24	.48
98	.05	.10	.20
110	.05	.10	.20
111	.03	.06	.12
112	.03	.06	.12
113	.07	.14	.28
116	.05	.10	.20
118	.06	.12	.24
119	.04	.08	.16
125	.03	.06	.12
127	.03	.06	.12
128	.03	.06	.12
129	.04	.08	.16
135	.04	.08	.16
141	.03	.06	.12
142	.02	.04	.08
143	.15	.30	.60
144	.10	.20	.40
146	.10	.20	.40
148	.20	.40	.80
149	.02	.04	.08
150	.02	.04	.08
151	.40	.80	1.60
153	.04	.08	.16
155	.04	.08	.16
161	.04	.08	.16
162	.05	.10	.20
163	.02	.04	.08
164	.05	.10	.20
166	.06	.12	.24
167	.02	.04	.08
170	.03	.06	.12
173	.05	.10	.20
175	.04	.08	.16
179	.04	.08	.16
183	.03	.06	.12
190	.02	.04	.08
191	.02	.04	.08
192	.02	.04	.08
193	.07	.14	.28

Many others in stock. Want lists filled of any country. References please.
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ON ROUTES OUT OF INDIANAPOLIS runs this White model 27-798. It has been in use since November 1953 and is two feet longer than the previous model 788 which first came into being in the 1949-50 period. Note the few windows.

Some Interesting Aspects Of The P.O.D.'s Some 150 Highway Post Office Runs

Stanley D. Triplett

FOREWORD

The year 1919 is generally considered as the beginning of the modern motor-car age. It ushered in the greatest age of motor vehicle construction and highway construction this nation, or world, has ever seen. It heralded the approach of an era unprecedented in the annals of progress and achievement of our nation. Before the advent of the motor vehicle and improved highways, floods or snows oftentimes isolated many localities from communication with the outside world for days or weeks at a time.

Prior to the motor-car age, roads were relatively few in number and were mostly unimproved; being of sand, gravel, or dirt and often became impassable quagmires in rainy or wintry seasons. Travel and transportation between cities was virtually restricted to railroads, while that between rural communities was mainly accomplished by horseback or horse-drawn vehicles.

Motor vehicles alone would have been worthless without a system of improved, hard-surfaced roads. Steady progress has been made until the United States now has improved and hard-surfaced roads stretching into every city and village. Technical improvements and changes in types and designs of motor vehicles progressed hand-in-hand with expansion of the network of highways.

Motor trucks came into being, this industry progressing to the extent that more than 7,500,000 trucks are now in operation on the streets and highways of this nation.

Hardy pioneers in the field of passenger transportation outfitted special vehicles for the transportation of paid passengers. These vehicles — the forerunner of the modern-day passenger bus — were adaptations of passenger automobiles; carried from five to seven passengers; and operated in a limited area of not more than five miles in radius.

From this humble beginning, the bus industry has progressed to its present position of prominence in the field of transportation and latest available figures indicate there are more than 175,000 passenger buses in operation at the present time.

While the motor vehicle industry made gigantic strides in the fields of transportation and commerce, it is undeniable that much of this progress was made at the expense of the American railroads. This holds particularly true of the branch, or feeder, rail lines. The growth and development of automobile, bus, and truck travel over the modern highway tended to displace the local, or feeder, train accommodations that supplied the rural or outlying sections of our communities.

The advent of the motor-car age marked the beginning of the decline in rail service and the conclusion may be drawn that this decline is attributable to progress in the motor car industry.

Since the Post Office Department relied to a great extent upon railroads for the transportation of mails, the elimination of rail service threatened to seriously impair the efficiency of the entire postal system and forced the Department to cast about for a satisfactory substitute for Railway Post Office service.

The obvious solution, and the only available means to alleviate the situation was to adapt motor ve-

hicles to the transportation of mails. Thus, it may be said the Highway Post Office was made necessary by the lack of adequate facilities for the transportation and distribution of mails and came into existence to provide a suitable substitute for discontinued rail service.

Historical

Everyone is familiar with the mail car on a railroad train — a veritable traveling post office on wheels. The mail is sorted and distributed by railway postal clerks in this car while the train is enroute between termini.

Railway Post Office service was established July 28, 1862 in order to expedite the distribution and delivery of mails, especially letters and newspapers. Since that eventful day the Railway Mail Service expanded its operations to include all classes of mail, and to cover the United States and its Island Possessions with a fine network of service.

Due to loss of revenue because of competition from motor vehicles, railroad companies were forced to discontinue a great many non-profitable passenger trains which formerly carried the familiar Railway Post Office. This made it necessary for the Post Office Department to establish an extensive Star Route system (motorized truck service) in an effort to provide adequate mail service to the communities affected. However, this Star Route service did not, in many instances, afford the service these communities previously enjoyed, and only partially filled the void

created by the discontinuance of mail trains.

The gradual but continued curtailment of passenger train service prompted the Post Office Department to appeal to Congress for the enactment of legislation which would authorize the Postmaster General to establish motorized mail service over the highways. Accordingly, on January 19, 1932, H.R. 8025, 72nd Congress, 1st Session, was introduced in the House of Representatives. This bill was "to provide for the transportation and distribution of mails on motor-vehicle routes". However, it failed of passage.

The steady curtailment of rail service accelerated the interchange of ideas between officials of the Post Office Department, members of Congress, and representatives of bus manufacturers relative to devising a method of transporting and sorting mails in motor vehicles. At length, plans agreeable to all were formulated and on May 19, 1939 the following bill, H. R. 6424, was introduced in the House of Representatives:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That wherever it is found that adequate railroad facilities are not available, the Postmaster General is authorized to contract for carrying the mails and railway postal clerks on routes between points where, in his judg-

ment, the conditions justify the operation of such service in motor vehicles especially designed and (Continued on page 14)

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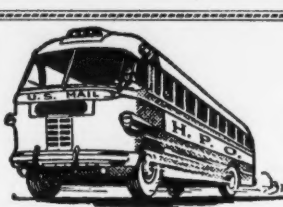
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H. P. O. CANCELS

L. W. Bayes

Highway Post Office enthusiasts have several different types of
cancels to collect and each can be a unit in itself. The easiest to get
is the "First Trip" which is provided by the Post Office Department
along with a cachet. In such cases there is plenty of advance notice
in the Postal Bulletin, in philatelic publications such as Linn's, and
sometimes in the daily papers. If advance notice is short then the Na-
tional Highway Post Office Society (NHPOS) has a notification service
for the members that really works.

The second class of covers that
have come into prominence just
recently are where the "First
Trip" cancels are provided by the
P.O.D. but without an official ca-
chet. The best known have been
Austin and Des Moines, Ft. Wayne
and Cincinnati, and Grand Rapids
and Ft. Wayne HPO's. The official
P.O.D. reason for such a service is
lack of time. That could be pos-
sible but is highly improbable.

For instance, on the Ft. Wayne
and Cin, as well as the Gr. Rap.
and Ft. Wayne, these routes had
been surveyed for many months
and arrangements made to adver-
tise for contract HPO service. The
Penna. R. R. moved to discontinue
the Gr. Rap. and Cin RPO on De-
cember 8 but were prevailed upon to
continue the R.P.O. until an
HPO contract could be closed.

The last trips of the Gr.
Rap. and Cin RPO were on
December 23-24. Certainly that
should have given the Department
a month to get up a cachet and I
know I can get any kind of a ca-
chet made up in Dayton in less than
two days.

Another class of cancel that in
some cases has been a real
"toughie" is the first trip of an
HPO operated by a railroad. In
such a case there is usually very
short (if any) advance notice and
the steel canceller used on the re-
placed R.P.O. is used on the HPO.
The P.O.D. claims they have no
knowledge of these R.P.O. busses
in their HPO division but inas-
much as the offices for each type
of carrier are almost next door to
each other in the same building in
Washington, I wonder if they are
feuding.

Usually the old steel canceller
used on these RPO-HPO lines is
replaced by a new one. In some
cases the new canceller shows
R.P.O. but some use the letters
HPO. Some use the word TRIP
and others just TR., but almost al-
ways the trip numbers are 1 and 2
instead of the multiple numbers
used on trains (yes, I know there
are several exceptions such as
Atlanta and Albany, Macon and
Birmingham and so on).

The fourth class that is proving
more popular lately is the "Provi-
sional" cancel. The major reason
for this is that it is only in the last
couple of years there have been
enough cancellers of this type
used to make it interesting. As an
interested collector, may there be
more of them.

In many cases the regular steel
cancellers for use on the new route
do not arrive for several days or
weeks and the clerks in charge, or
the district superintendent, make
up or have made, rubber stamp
cancellers. In many cases these
are made up using a box of rubber
type such as can be bought in any
stationery store. A good example
of this would be the one used on the
Sioux Falls and Phillip HPO from
January 11 through 26, 1954; It
read:

SU FALLS & PHILLIP ED
TR 2 JAN 26 SLOCUM

Another type was the one made
up for use on the Keokuk & Des
Moines from November 1 through
December 2, 1953. This was made
by a private firm and is known as
a "comet" cancel because of the
six wavy bars in the killer. The
wording in the circular part of the
canceller was "KEOK. 8 DES M.,
Tr. 1 Nov. 19 1953 H.P.O." The
same design was also used on the
Albert Lea & Tama as well as the
Austin & Des Moines.

Incidentally, the canceller used
on the Keokuk & Des Moines on
November 1-2-3 read Des M. &
Keok. That is an error as all routes
are named from East to West and
from North to South. The error was
corrected and the new canceller
used until the regular government
steel canceller was placed in service
on December 3, 1953.

The last class is, of course, the
good old standby, the regular steel
canceller as used on all RPO and
HPO lines for, to these many
years. Just about the only change
in a long time was changing the
killer part of the canceller from
RMS (or just the eleven bars) to
PTS.

But even in this class we do have
a number of varieties. There are
many routes using trips 3 and 4
such as Los Angeles & Laguna

Beach; Altoona & Pittsburgh;
Burlington & Albany; Denison &
Dallas and many others. There are
even trips 5 and 6 on the Los An-
geles & San Pedro, these used for
their Sunday trips.

Another nice variety is used on
the Lexington & Fleming. Where
you usually find the letters HPO
or RPO, on this route you find both
HPO-RPO with just the dash be-
tween.

In the early Ft. Wayne & Indian-
apolis cancellers there were peri-
ods after Ft. and Ind. In the newer
ones there were periods after H.P.
O. but no others. On the Chicago &
St. Louis route one canceller has
periods after Chi. and St. while
another has none. Admittedly, that
is getting close to "speck" hunting
but just far enough away from that
class to be most interesting.

To me, the cancels which I have
described are not only very inter-
esting but are also a challenge.
Anyone can, with little effort, get
together a collection of first trip
covers. Even the cost is low if
you keep up with all new routes in
the same way you would collect
first day or first flight covers. But
these other cancels are not so
easy to obtain and many of them
are really scarce and valuable.
Frankly, there are some I do not
have in my collection for which I
would be delighted to pay up to -
well, you name the price.

During the year 1954 there were
34 events which the HPO collector
recognized as important by send-
ing covers for cancels. These
events covered just about every
phase of HPO cover collecting in-
cluding first trip cancels with of-
ficial cachets and first trip cancels
without cachets. Also first trips of
RPO busses and last trips and first
trips of regular HPO routes with
steel cancellers used.

The complete list will be printed
in an early issue of "HPO Notes,"
the official publication of the
NHPOS. However, if any of you
who are not members want a copy
I'll be glad to send one along upon
receipt of a self addressed,
stamped envelope. (909 Callahan
Bldg., Dayton 1, Ohio).

There have been several routes
which have been revised and re-
named and some which have been
entirely discontinued. In each case
the last trip cancel and the first
trip cancel on the new route are
nice items. I would also suggest
that the first day of use cancel of
the new steel canceller for the re-
vised route is well worth going
after. In such cases your best bet
is to simply send your covers to
the Clerk in Charge of the route
along with your instructions to hold

until the new canceller is received.

And right here I want to empha-
size that you be very explicit in
the instructions you send along
with all your covers. Just recently
I was privileged to talk with those
in the party making the first trip
on the Ft. Wayne & Cincinnati
HPO and their only complaint to
me was that they couldn't figure
out what many of you want in the
way of service for your covers.
Those men were making a real ef-
fort to do a good job but had a
lot of real handicaps to overcome.
So, next time read and reread your
note to go with your covers before
you seal the carrying envelope.
Better still, mimeograph a form
letter which you can use each
time.

One final item - I do not at-
tempt to collect first day of use
cancels for the steel cancellers and
suggest you do not attempt to do
so. First, you can never be sure
you have the first day of use un-
less your cancel is on the first day
after the recognized First Trip. Re-
member there may be several
clerks in charge having steel can-
cellers for the route and they will
use their new stamp on the first
trip they make after receiving it.
I find that even the district super-
intendent has a tough time trying
to get such a date for you. Frankly,
I wouldn't pay a premium for such
a cancel.

While I'm far from being an ex-
pert on them I'll be glad to try to
answer any questions you may
have on this subject. If I do not
have the answers I think I can get
them from one of several different
people who are interested. Please
enclose a stamped self addressed
envelope along with your ques-
tions.

In closing may I suggest that to
get the most out of HPO collecting
you join the National Highway Post
Office Society. The monthly bul-
letin, the emergency notification
and cover service, the stock of
covers for sale to members and
the many other benefits are worth
many times the small yearly dues.

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MIJOJO STAMP SHOP

62 Boothbay St., Hartford 12, Conn.

The Paid Markings on the 3c U. S. Stamp of 1861

George W. Linn

PAID IN CIRCLE — TYPE V



PAID IN CIRCLE — TYPE V

The Type V is a very distinct and outstanding example of this Family. Like Type I it has the PAID in clear bold letters which might best be described as 24 point Ionic condensed caps. The circle is 21mm in diameter. Nothing more need be said to describe this type as it readily identifies itself.

I have seen this PAID only in black. I have found two covers showing it, one a Patriotic and the other with an excellent copy of the 9 x 13 grille on this 3c stamp.

KNOWN TOWNS OF USE.

Type V:—NEW ALBANY, INDIANA. (Patriotic)
CHARLTON CITY MASSACHUSETTS. (Grille)

PAID IN CIRCLE — TYPE VI



PAID IN CIRCLE — TYPE VI

This is the first of five types of the PAID IN CIRCLE which have something else besides the word PAID. This Type VI is very similar to the large PAID IN CIRCLE with added lines above and below the PAID that was largely used in Boston on the issues of the 50's.

The circle is about 19mm in diameter with two lines above and two lines below the PAID which is in Roman letters of about 12 to 14 point size.

I have found three copies off cover and four on. All four are from Saco, Maine.

On all four covers the PAID is in black while the regular Saco cancellation is in red. Two of these cancels are year dated. This red cancellation is very like the red Boston cancellation of this period.

Among the four I have with the Type VI PAID there is one that presents a puzzle. It contains the original letter, written at Waterboro, Maine which I believe is about ten miles from Saco.

It bears only a 1c stamp of this period, thus is not fully paid. This Type VI PAID handstamp ties it to cover. It is addressed to Sacarappa, Maine.

The cover is marked "Due 2" in manuscript. It also bears the red Saco cancellation the same as on my other Saco covers. Where was this cover originally posted? If at Waterboro then the PAID would have been applied there, making Waterboro a known town of use for it, but if posted at Waterboro how did it come to have the red Saco cancellation when it was addressed to Sacarappa?

It is my opinion that the letter was dropped in the post-office at Saco, simply dropped through the mail slot and when it was noted that it was short paid it was so marked and cancelled at Saco and then forwarded to destination, bearing the "Due 2" and the red Saco postmark.

KNOWN TOWNS OF USE.

Type VI:—SACO, MAINE.

PAID IN CIRCLE — TYPE VII



PAID IN CIRCLE — TYPE VII

One of the rarest and interesting of this Family of PAIDS is this Type VII. The illustration speaks for itself.

Only recently have I seen a cover bearing it and am thus able to name at least one town that used it.

Over the past several years I have been able to obtain only one copy off cover. Fortunately, it is clear enough that we have been able to get a rather satisfactory drawing of it.

The circle is about 21mm in diameter. It is difficult to tell whether the PAID is a Gothic or a Roman letter but perhaps unnecessary to know as it is doubtful if there is any other PAID similar to it.

The single copy I have is in black and off cover.

KNOWN TOWNS OF USE.

Type VII:—DEDHAM, MASSACHUSETTS.

(Dedham also used the Roman Paid, Type V, and the PAID IN CIRCLE Type X.)

PAID IN CIRCLE — TYPE VIII



PAID IN CIRCLE — TYPE VIII

This Type VIII measures 25mm in diameter. The word PAID is in a clean Roman letter of about the 30 point size, although it measures only 24 points on its face. In printers type, the other 6 points would be taken up in the bevel at the top of the letter and the shoulder at the base.

This PAID can readily be confused with a quite similar PAID fairly common from Boston on the 3c stamps of the fifties.

However, a comparison shows a great difference. Both are

(Continued on page 13)



HENRY M. FRIEDMAN

Box 21, Planetarium Sta., New York 24, N. Y.

LUNDY & HERM. The unnecessary local labels, designated as stamps, were evidently intended to stimulate their sale to junior collectors, who could not recognize the correct status of same. At a recent auction sale in London, the Lundy Island issue sold in complete sets for about 7c, a low proportion of the nominal face value.

In the current issue of a whole-sale magazine, a full page ad offers these Lundy Island stamps in full sets of seven postage, or seven airmail stamps at FACE of only 30c per set. Sorry for the retail dealers who buy same at this price.

These stamps according to "STRAND" in London, are being now offered to dealers there at well under FACE if they will take a quantity and agree not to sell under the nominal face value.

Martin C. Harman (KING) of Lundy died in December and the future of the island is problematical. The entire population is variously reported as 6, 8 or ten. They were all employed by Mr. Harman. Being an individual owner, there were no import duties or taxes.

The only real income came from stamps, which at best, were only a local issue and it is doubtful if any were used locally. These stamps were used to pay for transportation of mail to England and additional stamps of Great Britain were required for delivery.

MALTA. The "Conception" set is now obsolete and in demand. Malta is a popular country and it seems that the price of this set is bound to rise.

GREAT BRITAIN. Now that the South Molucca labels have been exposed, it is reported that some dealers in London are endeavoring to make up their South Moluccan losses, with the labels of Herm Island. It is really up to the philatelic press to refuse advertising of these labels as stamps.

TRANSJORDAN. The 1950 airmail set, No. C17 has been neglected by many collectors. This set is scarce and will not long remain at the present modest retail price. Fynden in Stamp Collecting (London) gives this set, mint or used, as the Week's Good "FYND".

VIRGIN ISLANDS. This column has on several occasions called attention to the scarcity of the Legislative Council set, No. 98-101. This is repeated now due to the fact that catalogue prices have been increased by Gibbons. This set will probably be one of the rare items of the future.

ZANZIBAR. The recently issued Birthday set was not too good a seller when issued, but now that the same is obsolete, it is in demand and may turn out to be the best of the Queen commemorative sets and Strand in the Philatelic Exporter gives it, mint or used, as his month's TIP.

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ALL USED: U.S. 1, 14, 69, 71, 76, 77, 92, 96, 97, 112, 116, 117, 119, 404; Canada 4, 17; Cape Good Hope 3, 4, 13; Denmark B12-32; Dominican Rep C18-29; Germany B116-40; Guatemala C1-15; Haiti C1-11, C81-2; Hawaii 49; Italy 115-8; Jamaica B1-3; Lagos 50-6; Netherlands B6-117; Nevils 28; Newfoundland 28, 136-43; New Zealand 122-3, B5; Philippines 219; Russia 546-50; Switzerland B10-79; Trinidad and Tobago 34-46; Turkey 781-904; Vatican 41-8; Venezuela C17-35.

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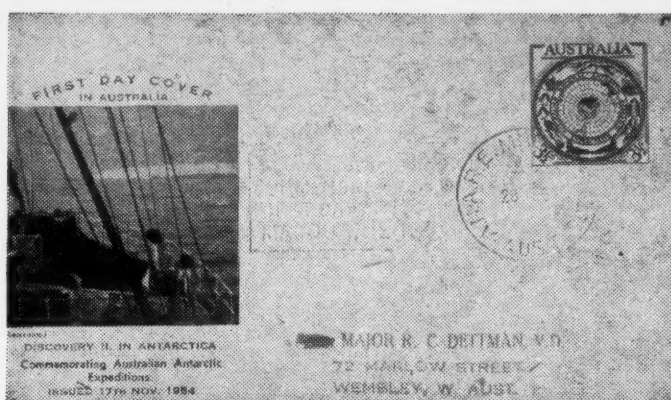
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BACK FROM THE ANTARCTIC. The first day of use of the Aus-
tralian National Antarctic Research Expedition (ANARE) stamp was
December 28 at Macquarie Island. This was one of the sites of the
expedition's camps, the other is Heard Island from which also will
come a special cancellation on covers bearing this commem. It was
given a first day of issue November 17 in Australia and was issued
for use in the Antarctic regions. The circular postmark has the
wording "ANARE MACQUARIE IS — AUST — 28 DE 54". A
cachet in blue ink in the shape of a rectangle reads "3 1/2d AUS-
TRALIAN ANTARCTIC COMMEMORATIVE STAMP FIRST DAY
OF ISSUE AT MACQUARIE ISLAND". It is in four lines. Maj.
R. C. Dettman of Wembley, Western Australia supplied the above.

PAID CANCELS (Continued from page 12)

in circles of 25mm. The PAID in the earlier Boston Handstamp
is of about 18 point size and the letters are quite wide while in
this PAID the word is of about 30 point size and the letters are
of normal width. Also in the Boston there are three lines above
and three below the PAID, while in this one there are but two
lines above and two below the word.

I have found two copies of this type, both on cover, and both
from the same town. Known in black only.

KNOWN TOWNS OF USE.
Type VIII:—BEVERLY, MASSACHUSETTS.

PAID IN CIRCLE — TYPE IX



PAID IN CIRCLE — TYPE IX

Type IX is the "cutie" of all the PAID cancels I have seen. The
illustration speaks for itself.

The circle is 17mm in diameter. Inside the circle is what
might best be called the four blades of an electric fan. At the tip
of each is one of the four letters of the word P-A-I-D in open
letters so that if stamped on white paper the letters would be
white. These four letters read from blade to blade in clockwise
fashion.

The Herst-Zareski book, Page 255, illustration No. 17 seems
to be of this item, although the illustration does not match well
with our picture.

This is unquestionably a rare type as I have been able to ac-
quire but one copy which is on cover. I have also seen another
similar cover from the same town. This comes in black only.

KNOWN TOWNS OF USE.
Type IX:—MAUMEE CITY, OHIO.

PAID IN CIRCLE — TYPE X



PAID IN CIRCLE — TYPE X

Another of the fancy designs. This one is also from Dedham,
Mass., which town seems partial to this type. The example I have
is very poorly struck as is perhaps the one from the illustration in
the Herst-Zareski book, No. 22 on Page 257. This is a most crude
handstamp, perhaps one cut by the postmaster himself. It certainly
is not a professional job.

The design speaks for itself and no further description seems
necessary. Found in black only.

KNOWN TOWNS OF USE.
Type X:—DEDHAM, MASSACHUSETTS.

This series of articles will be revised and printed in book form as soon after
completion as possible. The author solicits help from anyone who can add to
the listings herein. Only material that is submitted for examination and
illustration can be accepted. All material will be returned safely to the
owners. Address them to George W. Linn, Howey-in-the-Hills, Ill.

HPO SOCIETY (Continued from page 1)

Jarnick. It is a monthly publica-
tion mailed to all members free
of charge. Each member is also
entitled to two free one inch Ads
in the Swap Shop with each year's
dues. The Swap Shop is the section
in the bulletin where members ad-
vertise for what they want, or
the duplicates they want to sell or
trade. The two free ads alone are
the equivalent in cash of the \$1.00
per year dues.

In February 1951, the Society
sponsored a cachet to the public
for the Tenth Anniversary of the
establishment of the WASHING-
TON, D. C. & HARRISONBURG,
VA., HPO, the first HPO estab-
lished in the United States.

In 1951, the Society started their
mail sales under the management
of John Bath our president from
1950 until his resignation in 1953
due to the pressure of his official
duties as county prosecutor of
Fayette Co., Ohio.

The society established an en-
viable reputation in its mail sales
under Mr. Bath and we expect

them to always be conducted the
same way. There is no floor bid-
ding and no one except the sales
manager knows who the bidders
are or the amounts they bid. Nei-
ther is the sales manager allowed
to enter his own material or bid
on any lots in a sale that he con-
ducts. For these reasons, a mail
bidder can rest assured that his or
her bid will receive fair considera-
tion.

The society tries to hold three
or four of these sales each year
to permit members a chance to
buy covers they need at a price
they wish to pay, or sell their du-
plicate material at a nominal com-
mission.

In 1953 the method of producing
the front page of HPO NOTES was
changed and each issue since has
a nice picture of interest to HPO
Collectors. These pictures are usu-
ally of HPO equipment and fur-
nished by our members.

Although we had managed to
send out several notices to mem-
bers on a few routes where notice
did not reach the philatelic press
in time for collectors to service

their own covers, it still was not
the perfect answer as evidenced
by the establishment of the NOR-
FOLK, VA., & RALEIGH, N. CAR.
E. D. and W. D. on November
1, 1951 without any notice except
that which appeared in the general
orders to the appropriate PTS per-
sonnel.

Also, with a ruling by the Com-
ptroller General allowing the rail-
road companies which held mail
contracts to supply Highway Post
Office Buses in lieu of RPO Cars
where the revenue was not suffi-
cient to operate the train, created
a difficulty with which our notifi-
cation service could not cope. It was
indeed evident that another plan
was needed to take care of a sit-
uation where it was impossible to
notify members in time to service
their covers.

It was through this need that we
started the Emergency Cover Ser-
vice. Members send a required
number of prepared covers to the
secretary who packages them and
holds them until word of a new
route is received on which there
is not enough time to send out
the Advance Notice cards. He
then sends these via Air-Parcel
Post.

Although this is still not letter
perfect, we have used this service
thirteen times and those members
using it have covers at no extra
cost. They would have had to pay
a premium were it not for this
extra service of the society.

The officers of the National High-
way Post Office Society feel that
there is no group which gives as
much for so little. They invite any-
one interested in Highway Post Of-
fices to join with them. The \$1.00
initiation fee and the \$1.00 a year
dues is certainly within reach of
everyone and that with all of the
above services, no one interested
in any phase of HPO collecting can
afford to be without such help.

There are other things done for
the members but there is not room
enough here to elaborate. There
are several other items planned
for the future.

If you are interested, we invite
you to join with us. Write Virgil
J. Geary, secretary, P.O. Box 342,
Dayton 1, Ohio for an application
blank, or for further information
if you desire.

France And Colonies Awards Announced

Paul Baudry, president France &
Colonies Group, has announced the
awards in the annual Lesgor Con-
test as follows:—

A citation and special award to
Daniel Roberts for his pioneer re-
search on the native scene type of
Senegal, French Africa.

Best in Show to Adrian Bou-
trelle for his research exhibit of
Senegal 1914-1933 issue with photo-
graphic illustrations, showing the
types and plate varieties.

Class A, Original Research, to
Charles Neidorf for his showing of
the 15 centimes No. 60, first en-
graved issue of Morocco.

Class B, To Louise Clemenceon
for her most comprehensive show-
ing of France, 10c red Sower, Scott
162. This included the gradations
of shade and color, coil varieties,
millesimes, Red Cross, annules,
foreign use and cancellations, cov-
ers and many large blocks acquired
for purposes of study.

The Judges were Fred Kling-
stein, S. G. Rich and Alan R. Fer-
nald.

Garfield-Perry's 65th Annual On March 18-20

The 65th annual Exhibition and
Bourse of the Garfield-Perry
Stamp Club of Cleveland, Ohio has
been scheduled for March 18 to 20
in the Manger (Allerton) Hotel. On-
ly members of the club are eligi-
ble to display for competition, but
there are always a number of
guest exhibits.

Lames R. Lambert, 20331 Wil-

more Ave., Euclid, Ohio is general
chairman of this year's affair and
all inquiries can be addressed to
him.

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Dealer ★ ★ Doings

"Stamp News", 105 Macquarie St., Dubbo, N.S.W. Australia has received a remittance of \$2 for a subscription from a Linn's reader in Grand Rapids, Mich. The letter was sent by air on December 28 and was unaccompanied with a name or address. The first cannot enter the subscription in their files and asks the person sending it to make himself known.

Pierson Ostrow, P. O. Box 121, Elizabeth, N. J. announces his revised checklists for Vatican and Italian collectors at 15c each. The various items are listed by the Scott Catalog numbers, name of the issue given, first day of issue, and the Ostrow price for a mint or used single and First Day Cover. Italy is about half complete, Vatican complete.

Harry E. Hutton, Box 2611, Colorado Springs, Colo. has asked the many fine customers he has gotten through Linn's and who now have orders in his hands, for a bit of patience. He was recently the victim of a heart attack which caused his doctor to slow him down considerably. He has the stock offered in his ads, and will fill all orders soon.

S. Serebrakian, 15 Park Row, New York 38, N. Y. advises that his auction of February 7 to 9 will have the most valuable ensemble of large French and World collections ever offered by his firm. These range up to 75,000 different. Also included is United States and Possessions, British Empire, Airmails, and General. The catalog is free for the asking.

A very lucky man is what stamp dealer John E. Friedrich, 1233 Main St., Green Bay, Wis. considers himself. Some months ago his stamp business was brought to an abrupt halt when thieves cleaned his shelves of practically his entire stock of stamps, covers and accessories. The police have recovered practically all of it intact, and he's ready for business.

Those who ordered copies of the 1935 Mueller Catalog of the stamps of Germany, Colonies, etc. on the strength of a review in the December 27 edition will have to wait a bit for their copies. Because the publishers are adding important new material bringing the pages to 400, it will be delayed until mid-March. Service & Regalia Co. are the agents.

Howard R. Tanger, 3607 W. 113th St., Inglewood 2, Calif. offers a variety of services. He sends out fine United States and Foreign approvals, fills want lists on approval, operates a first day cover service, and is the American representative of the "German Philatelic Review", a publication for specialists in German material. When writing mention Linn's.

Robert C. Jacob, 323 N. 22nd St., Allentown, Pa. has a Philatelic Inventory developed from his years of stamp collecting, and from the suggestions of friends which makes it possible for collectors to keep an orderly eye on the value and extent of their holdings. Selling price is 50c — it has 60 pages — and is adaptable to any kind of collection.

Edward L. Zirke, Inc., P. O. Box 37, New York 51, N. Y. has several price lists which are sent free to interested collectors. One offers Stamps, Philatelic Accessories and Covers. Canadian stamps including booklet panes are priced, as are the UN issues and covers. The Canada List is especially comprehensive for it offers blocks and plate blocks plus singles.

Silver Jubilee Cachet At Oshkosh

The Oshkosh Philatelic Society of Oshkosh, Wisconsin, will celebrate its 25th anniversary this year. A suitable silver cachet has been designed for the occasion.

Anyone desiring a cover can obtain one by sending 10c for each to Harold Meetz, 243 Vine St., Oshkosh, Wis. not later than Feb. 12.

SOME INTERESTING (Continued from page 10)

equipped for the distribution of mail enroute; **Provided**, That such vehicles shall be constructed, fitted up, maintained, and operated in accordance with such specifications, rules, and regulations as he may prescribe; **Provided further**, That the Postmaster General is

authorized, within his discretion, to transport and provide for the distribution of mails in Government-owned motor vehicles on such routes between points where in his judgment the conditions justify the operation of such service: **Provided further**, That all laws and regulations governing Star Route Service, not in conflict with this Act, shall be applicable to contracts made under the authority of this Act: **And provided further**, That no contract shall be awarded for a period of less than two years nor in excess of four years, and that payment for such service shall be from the appropriations for inland transportation by star routes.

"Sec. 2. The Postmaster General may, in his discretion, and in the interest of the Postal Service, and under such rules and regulations as he may prescribe, provide for the distribution of mail on motor-vehicle routes in motor vehicles specially designed and equipped for that purpose and provided for in section 1 of this Act: **Provided**, That the supervision and distribution of mails in motor-vehicle service, as herein provided, shall be under the jurisdiction of the Second Assistant Postmaster General, and the personnel therein shall be a part of the Railway Mail Service under the same working conditions, rates of pay, travel allowance, and other benefits applicable to railway postal clerks: **And provided further**, That payment for such service shall be from the appropriations for Railway Mail Service salaries and railway postal clerks' travel allowance.

"Sec. 3. Every individual or company carrying the mails shall carry on any vehicle it operates and without extra charge therefore the persons in charge of the mails and when on duty and traveling to and from duty, and all duly accredited agents and officers of the Post Office Department and post-office inspectors while traveling on official business, upon the exhibition of their credentials.

"Sec. 4. The Postmaster General is authorized to promulgate such specifications, rules, and regulations as may be necessary to carry out the provisions of the Act."

The bill was reported out of committee August 2, 1939 and passed by the House of Representatives August 5, 1939. It was then referred to the Senate and was passed by that body on June 22, 1940 whereupon the bill was signed into law by President Roosevelt on July 11, 1940.

Selection of Proper Vehicles

On August 17, 1940, the Postmaster General in Order No. 14,483, appointed a special committee to make a study of the Highway Post Office Act, and to "prepare plans and specifications which should be adopted in connection with the advertisement for contract service or the operation of government-owned motor vehicle service, and to make report and recommendation to the Second Assistant Postmaster General."

As a result of the conference held and studies made, it was determined that three types of vehicles appeared most practical for use in Highway Post Office service. The vehicles decided upon were, (a) a conventional passenger bus with underfloor, pancake-type engine; (b) a similar bus equipped with engine in rear; (c) a conventional tractor with trailer or semi-trailer attached.

Since each of the three vehicles selected by the committee widely differed from the other, it was not possible without actual service tests of the various types to determine the type best adapted to the needs of the new service. Therefore, in order to expedite necessary tests to determine the practicability of each type vehicle the Postmaster General on October 11, 1940, requested authority of the Comptroller General to purchase, without advertising, one each of the different type vehicles under consideration. On October 18, 1940, such authority was granted, and accordingly, one each of the vehicles were purchased from the White Motor Company, the Mack-International Company, and the International Harvester Company, respectively.

After extensive tests under actual operating conditions, it was determined the semi-trailer type vehicle was unsuited to Highway Post Office service. Due to the danger of "jack-knifing" on slippery pavements, its difficulty in being maneuvered into the limited space alongside loading platforms, its rough riding qualities and to the fact direct communication between clerks and operators was not possible, the semi-trailer was found impractical, and was eliminated from further consideration as a Highway Post Office vehicle.

The First Route

The General Superintendent,

Railway Mail Service, J. D. Hardy, in instructions dated October 26, 1940, caused a nationwide survey to be made to determine the location of prospective routes most adapted to the establishment of Highway Post Office service. Approximately 200 such routes were recommended as a result of this survey. Because of the importance of the intermediate offices and inadequacies of rail service, and in order that the operation could be carefully observed and studied by Post Office Department officials, it was determined the first route should emanate from Washington, D. C.

Accordingly, it was decided to establish the first route between Washington, D. C., and Harrisonburg, Virginia; a distance of 146 miles (one way) with service to consist of a round trip daily except Sundays. Whereupon on February 10, 1941 service was inaugurated over this route and after many years of ceaseless effort Highway Post Office service in the United States had become a reality.

Vehicle Specifications

Highway Post Office vehicles are specially constructed and outfitted to specifications of the Post Office Department. The vehicle is of the type commonly known as transit, or integral, with entrance door ahead of the front axle. The vehicle is a modern structural unit of all metal or metal alloys. It embodies all the latest safety features and is of a balanced design as if constructed for modern passenger-carrying service. The vehicle is extremely rugged, sturdy, and highly rigid throughout in order to prevent structural distortion under the most severe operating conditions.

The vehicles are fitted out in a manner identical to a railway postal car. They are equipped with a letter distributing table, a paper distributing table, a letter case of 180 separations and five 3-foot pouch and bag racks. Drawers which may be locked with a standard P.O.D. pouch lock are located under the letter distributing table to provide a place for the safe-keeping of registered mails.

When not in use, the pouch racks may be folded against the wall and storage mails may be piled in such unused space. Each vehicle is equipped with a clothes locker, a folding lavatory and a sanitary drinking water container and refrigerated food compartment.

When in operation, the vehicle is heated by means of blower-type water heaters. These heaters are in the engine circulatory system and temperature of the coolant under normal operating conditions is 180 degrees-200 degrees, F.

When standing at the terminal, the vehicle is heated by means of four 6000 watt, 110-volt electric heaters, with individual control switches. By means of a step-down transformer, the 110-volt potential is reduced to 12 volts and this permits of ample lighting while standing at terminals without discharging the electric storage battery.

Where practicable, Highway Post Office vehicles are serviced and stored in Post Office garages. However, many Post Office garages cannot perform this service because of the size and weight of HPO vehicles, and in such instances service and storage contracts are negotiated with private garage operators through the medium of competitive bids.

The actual administration and supervision of HPO routes is vested in the field officials of the Postal Transportation Service; however, all policies and decisions relative to construction, operation, and maintenance of vehicles are determined by a centralized agency, headed by the Honorable Paul Aiken, Assistant Postmaster General, in Washington, D. C.

Privately-Owned And Operated Routes

Where road conditions are not favorable, or at points where only one route is justified, bids for privately-owned and -operated Highway Post Office routes may be solicited, and the contract awarded to the lowest responsible bidder. These vehicles are constructed to Post Office Department specifications and are equipped with a metal grill, or partition, separating the driver's compartment from the remainder of the vehicle.

Contracts for private operations are awarded for a period of four years. However, upon mutual agreement between both parties to the contract, the Postmaster General is authorized by law to renew, without advertising, contracts for Highway Post Office service for additional terms of four years at rates in effect at the end of the contract term.

The average cost of all contract operations, including contracts awarded on which service has not

been established, is approximately \$0.265 per mile.

Operators

Operators (drivers) of HPO vehicles are obtained through selective transfer of postal transportation clerks or classified substitute postal transportation clerks between the ages of 18 and 35 years. Upon proper application, eligible clerks or substitutes are considered in the order of their service seniority for transfer to the position of operator. The applicant must submit a "Driver's Past Performance Test" which is a detailed history of his past driving experience, the type vehicles driven, mechanical experience, and a record of any driving accidents and arrests due to traffic violations during the past ten-year period.

Applicants are scored on their "Driver's Past Performance Test" and those who qualify are required to undergo a rigid physical examination in order to determine their fitness for the position of operator. Those found to be physically fit are then given a "Driver's Test" on a vehicle identical, or similar, the type employed in Highway Post Office service. Men who successfully pass the "Driver's Test" are given a period of intensive training in the operation of a Highway Post Office vehicle under the supervision of a competent instructor before being certified for employment as operator.

While the first and primary duty of the operator is safe operation of the vehicle he drives, yet conditions peculiar to HPO service make it impossible to wholly restrict his duties to driving. Where needed, operators are required to assist in loading and unloading mails at terminal offices, and may be required to transfer a limited amount of mail between the vehicle and post offices along the route; provided, that such action will not impose undue hardship upon the operator, nor materially delay the operating schedule.

Basis For Establishment

The aim and purpose of Highway Post Office service is to provide improved service to patrons of the Post Office Department. Certain criteria have been set up for the establishment of Highway Post Office routes, and to be considered worthy of establishment new routes must fulfill one, or a combination of more than one, of the following standards:

A. To Provide Cross-rail Service. Rail lines entering most large cities converge on the city as spokes from a hub. Communities

adjacent to these cities frequently adjoin each other, yet the mails must move into the rail head on one line and be returned on another. Highway Post Office routes crossing such rail lines expedite service between the communities involved and provide more efficient, economical service by elimination of unnecessary rail transportation.

B. To Provide Service in Lieu of Discontinued Train Service.

The discontinuance of railroad operations has necessitated the suspension of railway mail service to many cities and communities. The establishment of Highway Post Office service in such instances provides comparable, and often better, service than formerly provided by the railroads. It is necessary the Highway Post Office exactly parallel, nor that it operate only between the same termini as the discontinued railroad. Instead, it is routed in the most efficient manner possible in order to directly serve the greatest number of post offices consistent with maintaining a suitable schedule and in making rail connections at both the outer and inner termini.

C. To Provide a More Efficient Mail Service in Lieu of Star Route Service.

Many cities and communities now being served by Star Routes have increased in population with resultant increases in volumes of mail. In many such instances, Star Routes do not provide adequate service and mail is delayed, since distribution is not performed until the mail reaches a terminal point.

Due to enroute distribution of mail in Highway Post Offices, closer connections can be made at terminals by direct dispatch to rail and air services and because of the greater efficiency and larger volume of mails handled, Highway Post Office Service is considered more economical than Star Route service and is vastly superior from a service standpoint. Therefore, the establishment of Highway Post Office service, all Star Routes that can be eliminated without seriously impairing service to patrons are discontinued.

First Trips

The establishment of Highway Post Office service is publicized through notices inserted in the Postal Bulletin. Distinctive "first trip" cachets and postmarks are provided for the benefit of philatelists desiring first trip covers, and an average of approximately 10,000 are given this special treatment upon the establishment of each route.

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Bulgaria—Mayor Rosario	4v	66
Cuba—Dolz, Boy Scout, Christ	5v	41
Finland—T.B.	3v	30
France—Red Cross	3v	17
France—Bananas, Coffee, etc.	8v	140
Germany—Help	4v	43
Israel—Teachers Assn.	1v	21
Italy—Marian year	2v	24
Italy—Constitution	3v	20
Neth. Colonies—Centenary	3v	24
Norway—Marian Year	1v	05
Philippines—Marian Year	3v	13
Spain—Marian Year	12v	16
Spanish Col.—Fish	1v	66
Sweden—2.10kr	5v	54
Switzerland—Pro-Juv.	5v	54

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75-49 Souv. Sheet Byrd (VF)	1.85
76-49 Mother's Day Imp. (VF) Bk. 47	.12
78-1 6c Parks Imp. (VF) Bk. 35	.25
78-84 Army-Navy set (Av to VF)	.40
80-93 Army. Americans (Cpl. set of 35)	5.25
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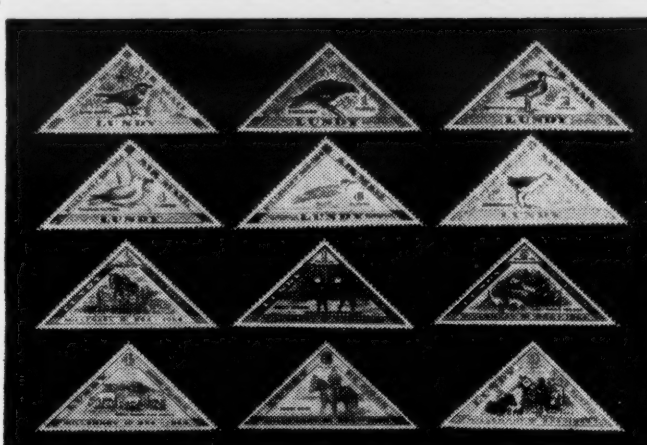
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THE NEW LUNDY TRIANGLES. We announced some weeks ago that this issue was printed and ready for distribution. We have had photos of the set for some time now. The first offering we find of these Locals is an offer by R. G. Simpson & Co. in the January 10 issue of Stamp Wholesaler. The offer simply reads in such manner that one is supposed to believe them to be stamps such as stamp collectors collect. No mention is made of the fact that these are at best, only Locals. They have no postage value anywhere in the world except the Island of Lundy which has a population of perhaps a dozen or so people in all.

Promise Special Set For AAMS Gathering

The Airpost Journal, official publication of the American Air Mail Society, states in its January issue that the Cuban Government will shortly issue a decree authorizing the preparation and release of a special set of airmail and regular postage stamps in connection with the Centenary International Stamp Exposition to be held in Havana in November of this year. The society will hold its 1955 convention in Havana during the exposition which will feature an important showing of the foremost philatelic material of the world, assembled in honor of the Centenary of Cuba's first postage stamp issue.

Plans for the Exhibition are under the auspices of the Club Filatelico de la Republica de Cuba, which is a branch chapter of both the APS and the AAMS. The Cuban group will be hosts to the delegates to the convention.

Promise of the special set of stamps honoring the exhibition and the Club Filatelico was made during a conference between Dr. Andres Domingo Morales del Castillo, President of the Republic, and Dr. B. Cruz Planas, president of the Club Filatelico. Dr. Morales del Castillo is an aero-philatelist of note and thus has a full understanding of the needs and objectives of the committee which is organizing the Centenary Stamp Exposition. This proposed set is in addition to a set previously authorized which commemorates the first Cuban postage stamp.

Some Macquarie Island Covers Back

Maj. R. C. Dettman of Wembley, Western Australia advises that the first lot of covers which he sent to Macquarie and Heard Islands for cancellation at the Antarctic Expedition Bases have come back with a December 28 cancellation. These were brought back by the relief ship, Kista Dan.

Another lot will come back in mid-March while some time later the final lot with the Heard Island postmark.

Readers of this paper for whom Maj. Dettman prepared covers are reminded to be patient since it is possible for the ships back and forth to the Antarctic to travel only for a limited time, and are not able to maintain a strict schedule.

All will receive their covers. It might be as late as June for some, and earlier, about April for others.

Maj. Dettman has some extras of the Antarctic Expedition covers, plus a small quantity of other

Australian first days. These can be gotten for the face value of the stamp, and some mint commems for the cacheted envelope and addressing. Payment can be made in dollar bills to him at 72 Marlow St., Wembley, Western Australia.

Fox Valley Offers Exhibition Cachet

"The Fox Valley Stamp & Coin Club in connection with its annual show on February 26 and 27 is sponsoring a printed cachet showing the original map of Aurora in 1835. The printed filler inside the envelope explains the map and also contains a brief explanation of Aurora at that time. The cachets are ten cents each, and orders should be sent to A. J. Humiston, P. O. Box 929, Aurora, Ill.



AUCTIONS

- Jan. 30, Feb. 1, 2—Billig & Rich, Inc., 55 W. 42nd St., New York 36, N. Y. British Empire, United States General.
- Jan. 31—H. B. Zeitlin, 1795-L Riverside Dr., New York 34, N. Y. Latin America Br. Colon., Scandinavia, General.
- Feb. 3—Robert Stamp Co., 116 Nassau St., New York 38, N. Y. United States, British Colon., General, German Locals.
- Feb. 3—Gold Medal Auctions, 50 W. 46th St., New York 36, N. Y. United States, General Foreign, Misc. Lots.
- Feb. 4—Alcurel & Meyer, P. O. Box 1013, Coral Gables, Fla. Specialized German States, General Foreign.
- Feb. 5—Alexander Kroop, 505 Fifth Ave., New York 17, N. Y. United States, Canada, AMG's, Italy, Trieste.
- Feb. 5—Stampazine, 315 W. 42nd St., New York 36, N. Y. United States, Br. Colon., General Foreign, Covers.
- Feb. 7—S. Serebrakian, 15 Park Row, New York 38, N. Y. U. S. & Poss., Brit. Colon., Airmails, General, Collections.
- Feb. 8—H. Lazarus, 29 Wadsworth, New York 33, N. Y. Postal History material, U. S., Brit. Emp., Scandinavia.
- Feb. 8-10—Billig & Rich, 55 W. 42nd St., New York 36, N. Y. British Commonwealth, Mexico, General.
- Feb. 8-11—Mercury Stamp Co., 522 Fifth Ave., New York 36, N. Y. General, Britain, Belgium, Russia, Austrian Levant.
- Feb. 9-10—Robert Stamp Co., 116 Nassau St., New York 38, N. Y. U. S., Brit. Colon., General, German Locals.
- Feb. 11—Herman Herst. Jr. Shrub Oak, N. Y. United States exclusively including Wholesale lots.
- Feb. 11—J. E. Rasdale, 505 E. Walker, St. Johns, Mich. United States mint and used, General Foreign.
- Feb. 12—Stampazine, 315 W. 42nd St., New York 36, N. Y. United States, Br. Colon., General Foreign, Covers.
- Feb. 15—Hobbs Stamp Co., 38 Park Row, New York 38, N. Y. United States mint and used, General Foreign.
- Feb. 18—Alcurel & Meyer, P. O. Box 1013, Coral Gables, Fla. Comprehensive German States, British Classics.
- Feb. 19—Stampazine, 315 W. 42nd St., New York 36, N. Y. U. S., British Colonies, General, Covers.
- Feb. 21—Matthew Bennett, 2995 Cortland, Detroit 6, Mich. U. S., British Colonies, Canada, Israel, General.

Scott "Dollar" Catalogs Released

For collectors who can't afford, or who would not find the use of the larger and more comprehensive Scott Postage Stamp Catalogs, there are two smaller editions in two popular fields. Covered are stamps of the United States and Possessions in one, and stamps of British America in the other.

Both are known as "Scott's Dollar Catalogue" and that's their selling price from Scott Publications, 580 Fifth Ave., New York 36, N. Y.

The United States book (125 pages) is identically the same as the United States section of the larger Volume I. Included is the informative text in the first pages, then the listing of all U. S. issues plus the envelopes, revenues, Confederates, Cuba, Danish West Indies, Canal Zone, Philippines and the United Nations. Of course, the Possessions named only have such stamps recorded as pertain to the U. S.

In the British America Catalog, which also is identical to the listings in Volume I for this area, all governments of the British Commonwealth of Nations lying within the western hemisphere and its waters are given.

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Feb. April	Plate	First Day Covers			Selected Mints		
		No.	Block	Single	No.	Block	Single
10c Eskimo in Kayak	95	45	30	30	85	45	15
4c Musk Ox	65	30	20	20	45	28	07
5c Whopping Crane	75	40	25	25	60	28	07
Wildlife Combination Cover				40			
5c Alberta and Sask. Jubilee	75	40	25	25	60	28	07
5c Int. Boy Scouts Jamboree	95	40	25	25	60	28	07
4c Prime Minister Sir Tupper	65	30	20	20	45	28	07
5c Prime Minister Sir Bennett	75	40	25	25	60	28	07
Prime Minister Comb. Cover				40			

PREVIOUSLY ISSUED

4c	Plate	First Day Covers			Selected Mints		
		No.	Block	Single	No.	Block	Single
Citizenship	1.50	80	55	55	40	28	07
Alexander Graham Bell		85	55	55	45	32	08
Princess Elizabeth	75	45	30	30	55	32	08
Responsible Government	85	50	30	30	40	28	07
Newfoundland-Canada	85	50	30	30	40	32	08
Halifax Bicentenary	85	50	30	30	40	32	08

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1c, 2c, 3c, 4c, 5c	3.15	2.35	1.75	2.12	1.24	31
Combination Cover - 5 values			.75			
Centenary "Capex" (4c, 5c, 7c, 15c)	4.75	3.00	1.25	7.70	3.73	35
3c Prime Minister Abbott	70	40	25	45	24	06
4c Prime Minister MacKenzie	95	50	30	60	28	07
4c Int. Red Cross	95	45	30	47	28	07
7c Goose	1.25	70	50	65	44	11
81 Totem Pole		6.50		6.30	5.60	1.40

Wildlife - 1953

2c Polar Bear		30	25	50	20	05
3c Moose		35	25	50	20	05
4c Bighorn Sheep		50	30	50	28	07
Wildlife Combination Cover			50			

Queen Elizabeth II - 1953

1c denomination		25	25	25	08	02
2c denomination		30	25	30	12	03
3c denomination		35	25	35	20	05
4c denomination		40	25	40	24	06
5c denomination		50	30	70	32	08
Queen Elizabeth II Comb. Cover			75			
4c Coronation Issue		40	25	45	28	07
50c Textile	5.00	2.75	85	3.50	2.60	65

Queen Elizabeth II - 1954

1c denomination	40	25		20	12	03
2c denomination	50	30		25	16	04
3c denomination	60	35		30	24	06
4c denomination	70	45	20	40	28	07
5c denomination	80	50	30	65	36	09
Combination Cover - 5 values			45			
5c denomination	70	45	25	60	28	07
Combination Cover - 6 values			50			

Wildlife - 1954

4c Walrus	70	40	25	40	24	06
5c Beaver	90	45	30	60	28	07
15c Gannet	1.50	95	40	1.20	88	22
Wildlife Combination Cover			40			
Wildlife Comb. with 5c Q.E. II issue			.60			
5c Beaver Booklet full pane			.75			
4c Prime Minister Thompson	70	40	25	40	24	06
5c Prime Minister Bowell	90	45	30	60	28	07
Prime Minister Comb. Cover			40			

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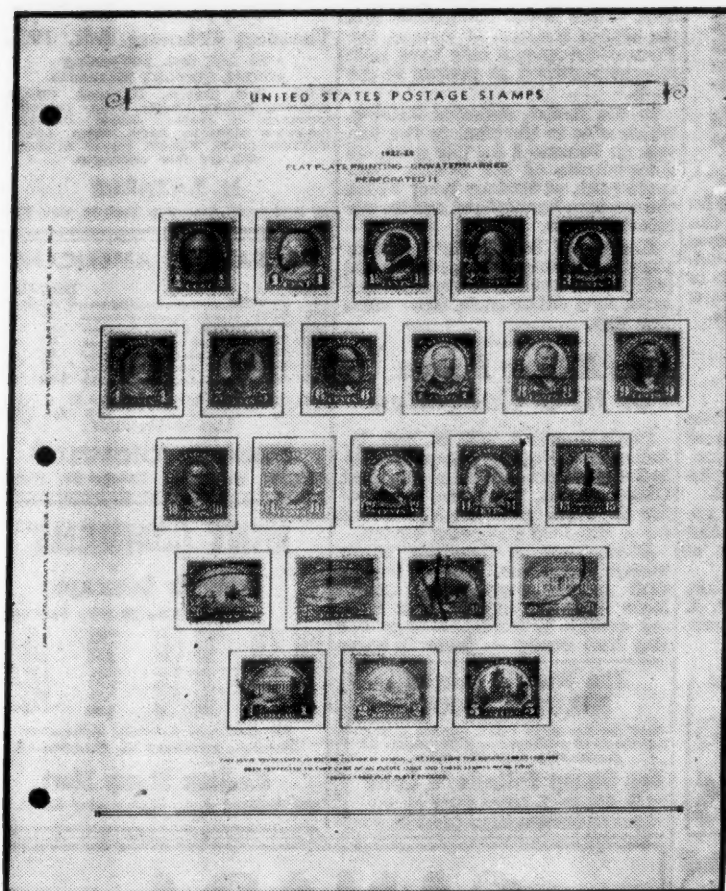
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#	Lot	Scott	#	#		
1	1	5c 1847 Superb nice cancel	155	612	2c Bk Superb OG NH	Ret. 12.00
2	2	1c 5c Horiz. Pair P-VF rare	156	612	2c Bk VF OG	Ret. 10.00
3	3	5c Reissue VF rare	157	612	2c Bk Fine OG	Ret. 7.00
4	4	7c 18c Packet Boa. cancel	158	612	2c Bk of 25 G-F OG NH	Ret. 30.00
5	5	1c Strip of 3 VF appear, rich color but defective	159	614-616	1c-5c VF-Superb OG	Ret. 4.75
6	6	9c used VF	160	614-616	1c-5c VF-Superb OG	Ret. 2.50
7	7	9c Horiz. Pair recut at top only, blk k Elkton cancel, rich color VF rare	161	616	5c Pl. No. Single Subb OG NH	Ret. 6.00
8	8	9c Horiz. Pair P-VF Pen cancel, but pretty	162	616	5c Bk VF-Superb OG	Ret. 20.00
9	9	9a B Sheet margin pair VF-Superb L.L. corner close P-VF, nice at top R.	163	617-619	1c-5c Superb OG	Ret. 3.00
10	10	112 1c 1869 F-VF used, rare	164	617-619	Bk. VF-Superb OG	Ret. 14.00
11	11	119 15c 1869 Good, space filler	165	620-621	1c-5c VF OG	Ret. 18.00
12	12	115 5c 1869 F-VF used, rare	166	620-621	Bk. VF OG	Ret. 14.00
13	13	117 5c 1869 F-VF used, rare	167	621	5c Norse Superb OG	Ret. 3.00
14	14	217 30c Marg. copy VF OG fresh NH R.	168	621	5c Bk Superb OG	Ret. 15.00
15	15	226 10c VF OG fresh	169	621	5c Norse Superb OG	Ret. 3.00
16	16	229 90c Fine OG rich color	170	621	5c Bk Superb OG	Ret. 15.00
17	17	230-238 1c-8c VF-Superb OG "Gems" R.	171	621	5c Norse Superb OG	Ret. 3.00
18	18	230-238 1c-8c VF-Superb OG "Gems" R.	172	621	5c Norse Superb OG	Ret. 3.00
19	19	230-238 1c-8c VF-Superb OG "Gems" R.	173	621	5c Norse Superb OG	Ret. 3.00
20	20	230-238 1c-8c VF-Superb OG "Gems" R.	174	621	5c Norse Superb OG	Ret. 3.00
21	21	232 3c T. Sheet Margin copy Superb	175	621	5c Norse Superb OG	Ret. 3.00
22	22	232 3c Bk. VF-Superb OG	176	621	5c Norse Superb OG	Ret. 3.00
23	23	232 3c Bk. VF-Superb OG	177	621	5c Norse Superb OG	Ret. 3.00
24	24	232 3c Bk. VF-Superb OG	178	621	5c Norse Superb OG	Ret. 3.00
25	25	232 3c Bk. VF-Superb OG	179	621	5c Norse Superb OG	Ret. 3.00
26	26	232 3c Bk. VF-Superb OG	180	621	5c Norse Superb OG	Ret. 3.00
27	27	232 3c Bk. VF-Superb OG	181	621	5c Norse Superb OG	Ret. 3.00
28	28	232 3c Bk. VF-Superb OG	182	621	5c Norse Superb OG	Ret. 3.00
29	29	232 3c Bk. VF-Superb OG	183	621	5c Norse Superb OG	Ret. 3.00
30	30	232 3c Bk. VF-Superb OG	184	621	5c Norse Superb OG	Ret. 3.00
31	31	232 3c Bk. VF-Superb OG	185	621	5c Norse Superb OG	Ret. 3.00
32	32	232 3c Bk. VF-Superb OG	186	621	5c Norse Superb OG	Ret. 3.00
33	33	232 3c Bk. VF-Superb OG	187	621	5c Norse Superb OG	Ret. 3.00
34	34	232 3c Bk. VF-Superb OG	188	621	5c Norse Superb OG	Ret. 3.00
35	35	232 3c Bk. VF-Superb OG	189	621	5c Norse Superb OG	Ret. 3.00
36	36	232 3c Bk. VF-Superb OG	190	621	5c Norse Superb OG	Ret. 3.00
37	37	232 3c Bk. VF-Superb OG	191	621	5c Norse Superb OG	Ret. 3.00
38	38	232 3c Bk. VF-Superb OG	192	621	5c Norse Superb OG	Ret. 3.00
39	39	232 3c Bk. VF-Superb OG	193	621	5c Norse Superb OG	Ret. 3.00
40	40	232 3c Bk. VF-Superb OG	194	621	5c Norse Superb OG	Ret. 3.00
41	41	232 3c Bk. VF-Superb OG	195	621	5c Norse Superb OG	Ret. 3.00
42	42	232 3c Bk. VF-Superb OG	196	621	5c Norse Superb OG	Ret. 3.00
43	43	232 3c Bk. VF-Superb OG	197	621	5c Norse Superb OG	Ret. 3.00
44	44	232 3c Bk. VF-Superb OG	198	621	5c Norse Superb OG	Ret. 3.00
45	45	232 3c Bk. VF-Superb OG	199	621	5c Norse Superb OG	Ret. 3.00
46	46	232 3c Bk. VF-Superb OG	200	621	5c Norse Superb OG	Ret. 3.00
47	47	232 3c Bk. VF-Superb OG	201	621	5c Norse Superb OG	Ret. 3.00
48	48	232 3c Bk. VF-Superb OG	202	621	5c Norse Superb OG	Ret. 3.00
49	49	232 3c Bk. VF-Superb OG	203	621	5c Norse Superb OG	Ret. 3.00
50	50	232 3c Bk. VF-Superb OG	204	621	5c Norse Superb OG	Ret. 3.00
51	51	232 3c Bk. VF-Superb OG	205	621	5c Norse Superb OG	Ret. 3.00
52	52	232 3c Bk. VF-Superb OG	206	621	5c Norse Superb OG	Ret. 3.00
53	53	232 3c Bk. VF-Superb OG	207	621	5c Norse Superb OG	Ret. 3.00
54	54	232 3c Bk. VF-Superb OG	208	621	5c Norse Superb OG	Ret. 3.00
55	55	232 3c Bk. VF-Superb OG	209	621	5c Norse Superb OG	Ret. 3.00
56	56	232 3c Bk. VF-Superb OG	210	621	5c Norse Superb OG	Ret. 3.00
57	57	232 3c Bk. VF-Superb OG	211	621	5c Norse Superb OG	Ret. 3.00
58	58	232 3c Bk. VF-Superb OG	212	621	5c Norse Superb OG	Ret. 3.00
59	59	232 3c Bk. VF-Superb OG	213	621	5c Norse Superb OG	Ret. 3.00
60	60	232 3c Bk. VF-Superb OG	214	621	5c Norse Superb OG	Ret. 3.00
61	61	232 3c Bk. VF-Superb OG	215	621	5c Norse Superb OG	Ret. 3.00
62	62	232 3c Bk. VF-Superb OG	216	621	5c Norse Superb OG	Ret. 3.00
63	63	232 3c Bk. VF-Superb OG	217	621	5c Norse Superb OG	Ret. 3.00
64	64	232 3c Bk. VF-Superb OG	218	621	5c Norse Superb OG	Ret. 3.00
65	65	232 3c Bk. VF-Superb OG	219	621	5c Norse Superb OG	Ret. 3.00
66	66	232 3c Bk. VF-Superb OG	220	621	5c Norse Superb OG	Ret. 3.00
67	67	232 3c Bk. VF-Superb OG	221	621	5c Norse Superb OG	Ret. 3.00
68	68	232 3c Bk. VF-Superb OG	222	621	5c Norse Superb OG	Ret. 3.00
69	69	232 3c Bk. VF-Superb OG	223	621	5c Norse Superb OG	Ret. 3.00
70	70	232 3c Bk. VF-Superb OG	224	621	5c Norse Superb OG	Ret. 3.00
71	71	232 3c Bk. VF-Superb OG	225	621	5c Norse Superb OG	Ret. 3.00
72	72	232 3c Bk. VF-Superb OG	226	621	5c Norse Superb OG	Ret. 3.00
73	73	232 3c Bk. VF-Superb OG	227	621	5c Norse Superb OG	Ret. 3.00
74	74	232 3c Bk. VF-Superb OG	228	621	5c Norse Superb OG	Ret. 3.00
75	75	232 3c Bk. VF-Superb OG	229	621	5c Norse Superb OG	Ret. 3.00
76	76	232 3c Bk. VF-Superb OG	230	621	5c Norse Superb OG	Ret. 3.00
77	77	232 3c Bk. VF-Superb OG	231	621	5c Norse Superb OG	Ret. 3.00
78	78	232 3c Bk. VF-Superb OG	232	621	5c Norse Superb OG	Ret. 3.00
79	79	232 3c Bk. VF-Superb OG	233	621	5c Norse Superb OG	Ret. 3.00
80	80	232 3c Bk. VF-Superb OG	234	621	5c Norse Superb OG	Ret. 3.00
81	81	232 3c Bk. VF-Superb OG	235	621	5c Norse Superb OG	Ret. 3.00
82	82	232 3c Bk. VF-Superb OG	236	621	5c Norse Superb OG	Ret. 3.00
83	83	232 3c Bk. VF-Superb OG	237	621	5c Norse Superb OG	Ret. 3.00
84	84	232 3c Bk. VF-Superb OG	238	621	5c Norse Superb OG	Ret. 3.00
85	85	232 3c Bk. VF-Superb OG	239	621	5c Norse Superb OG	Ret. 3.00
86	86	232 3c Bk. VF-Superb OG	240	621	5c Norse Superb OG	Ret. 3.00
87	87	232 3c Bk. VF-Superb OG	241	621	5c Norse Superb OG	Ret. 3.00
88	88	232 3c Bk. VF-Superb OG	242	621	5c Norse Superb OG	Ret. 3.00
89	89	232 3c Bk. VF-Superb OG	243	621	5c Norse Superb OG	Ret. 3.00
90	90	232 3c Bk. VF-Superb OG	244	621	5c Norse Superb OG	Ret. 3.00
91	91	232 3c Bk. VF-Superb OG	245	621	5c Norse Superb OG	Ret. 3.00
92	92	232 3c Bk. VF-Superb OG	246	621	5c Norse Superb OG	Ret. 3.00
93	93	232 3c Bk. VF-Superb OG	247	621	5c Norse Superb OG	Ret. 3.00
94	94	232 3c Bk. VF-Superb OG	248	621	5c Norse Superb OG	Ret. 3.00
95	95	232 3c Bk. VF-Superb OG	249	621	5c Norse Superb OG	Ret. 3.00
96	96	232 3c Bk. VF-Superb OG	250	621	5c Norse Superb OG	Ret. 3.00
97	97	232 3c Bk. VF-Superb OG	251	621	5c Norse Superb OG	Ret. 3.00
98	98	232 3c Bk. VF-Superb OG	252	621	5c Norse Superb OG	Ret. 3.00
99	99	232 3c Bk. VF-Superb OG	253	621	5c Norse Superb OG	Ret. 3.00
100	100	232 3c Bk. VF-Superb OG	254	621	5c Norse Superb OG	Ret. 3.00
101	101	232 3c Bk. VF-Superb OG	255	621	5c Norse Superb OG	Ret. 3.00
102	102	232 3c Bk. VF-Superb OG	256	621	5c Norse Superb OG	Ret. 3.00
103	103	232 3c Bk. VF-Superb OG	257	621	5c Norse Superb OG	Ret. 3.00
104	104	232 3c Bk. VF-Superb OG	258	621	5c Norse Superb OG	Ret. 3.00
105	105	232 3c Bk. VF-Superb OG	259	621	5c Norse Superb OG	Ret. 3.00
106	106	232 3c Bk. VF-Superb OG	260	621	5c Norse Superb OG	Ret. 3.00
107	107	232 3c Bk. VF-Superb OG	261	621	5c Norse Superb OG	Ret. 3.00
108	108	232 3c Bk. VF-Superb OG	262	621	5c Norse Superb OG	Ret. 3.00
109	109	232 3c Bk. VF-Superb OG	263	621	5c Norse Superb OG	Ret. 3.00
110	110	232 3c Bk. VF-Superb OG	264	621	5c Norse Superb OG	Ret. 3.00
111	111	232 3c Bk. VF-Superb OG	265	621	5c Norse Superb OG	Ret. 3.00
112	112	232 3c Bk. VF-Superb OG	266	621	5c Norse Superb OG	Ret. 3.00
113	113	232 3c Bk. VF-Superb OG	267	621	5c Norse Superb OG	Ret. 3.00
114	114	232 3c Bk. VF-Superb OG	268	621	5c Norse Superb OG	Ret. 3.00
115	115	232 3c Bk. VF-Superb OG	269	621	5c Norse Superb OG	Ret. 3.00
116	116	232 3c Bk. VF-Superb OG	270	621	5c Norse Superb OG	Ret. 3.00
117	117	232 3c Bk. VF-Superb OG	271	621	5c Norse Superb OG	Ret. 3.00
118	118	232 3c Bk. VF-Superb OG	272	621	5c Norse Superb OG	Ret. 3.00
119	119	232 3c Bk. VF-Superb OG	273	621	5c Norse Superb OG	Ret. 3.00
120	120	232 3c Bk. VF-Superb OG	274	621	5c Norse Superb OG	Ret. 3.00
121	121	232 3c Bk. VF-Superb OG	275	621	5c Norse Superb OG	Ret. 3.00
122	122	232 3c Bk. VF-Superb OG	276	621	5c Norse Superb OG	Ret. 3.00
123	123	232 3c Bk. VF-Superb OG	277	621	5c Norse Superb OG	Ret. 3.00
124	124	232 3c Bk. VF-Superb OG	278	621	5c Norse Superb OG	Ret. 3.00
125	125	232 3c Bk. VF-Superb OG	279	621	5c Norse Superb OG	Ret. 3.00
126	126	232 3c Bk. VF-Superb OG	280	621	5c Norse Superb OG	Ret. 3.00
127	127	232 3c Bk. VF-Superb OG	281	621	5c Norse Superb OG	Ret. 3.00
128	128	232 3c Bk. VF-Superb OG	282	621	5c Norse Superb OG	Ret. 3.00
129	129	232 3c Bk. VF-Superb OG	283	621	5c Norse Superb OG	Ret. 3.00
130	130	232 3c Bk. VF-Superb OG	284	621	5c Norse Superb OG	Ret. 3.00
131	131	232 3c Bk. VF-Superb OG	285	621	5c Norse Superb OG	Ret. 3.00
132	132	232 3c Bk. VF-Superb OG	286	621	5c Norse Superb OG	Ret. 3.00
133	133	232 3c Bk. VF-Superb OG	287	621	5c Norse Superb OG	Ret. 3.00
134	134	232 3c Bk. VF-Superb OG	288	621	5c Norse Superb OG	Ret. 3.00
135	135	232 3c Bk. VF-Superb OG	289	621	5c Norse Superb OG	Ret. 3.00
136	136	232 3c Bk. VF-Superb OG	290	621	5c Norse Superb OG	Ret. 3.00
137	137	232 3c Bk. VF-Superb OG	291	621	5c Norse Superb OG	Ret. 3.00
138	138	232 3c Bk. VF-Superb OG	292	621	5c Norse Superb OG	Ret. 3.00
139	139	232 3c Bk. VF-Superb OG	293	621	5c Norse Superb OG	Ret. 3.00
140	140	232 3c Bk. VF-Superb OG	294	621	5c Norse Superb OG	Ret. 3.00
141	141	232 3c Bk. VF-Superb OG	295	621	5c Norse Superb OG	Ret. 3.00
142	142	232 3c Bk. VF-Superb OG	296	621	5c Norse Superb OG	Ret. 3.00
143	143	232 3c Bk. VF-Superb OG	297	621	5c B	